

LOG BOOK

OF THE

Bark *Clare* Capt. *Smith*

ON A VOYAGE

From *Edgartown Mass.*

To *The South Atlantic Whaling*

LLOYD'S RULES

FOR THE

Stowage of Mixed Cargoes,

Prepared by Messrs. Henry C. Chapman & Co., Agents for Lloyd's, Liverpool.

1.—Owners, Commanders, and Mates of Ships, are considered in law in the same situation as Common Carriers, it is therefore necessary that all due precautions be taken to receive and stow Cargoes in good order, and deliver the same in like good order. The law holds the Shipowner liable for the safe custody of the Goods when properly and legally received on board in good order, and for the "delivery," to parties producing the Bill of Lading. The Captain's blank Bill of Lading should be receipted by the Warehouse Keeper or person authorised to receive the contents. Goods are not unfrequently sent alongside in a damaged state, and letters of indemnity given to the Captain by the Shippers for signing in good order and condition; this is nothing more or less than conniving at fraud; fine Goods are also often damaged in the Ship's hold by Lumpers, if permitted to use Cotton Hooks in handling Bales. All Goods must be received on board according to the custom of the Port where the Cargo is to be taken in, and the same custom will regulate the commencement of the responsibility of the Master and Owners.

2.—HEMP, FLAX, WOOL, and COTTON, should be dunnaged 9 inches on the Floors, and to the upper part of the bilge, the wing bales of the second tier kept 6 inches off the side at the lower corner, and 2½ inches at the sides. Sand or damp gravel Ballast to be covered with boards. Pumps to be frequently sounded and attended to. Sharp-bottomed Ships one-third less dunnage in floor and bilges. Avoid Horn Shavings as dunnage from Calcutta.

3.—All CORN, WHEAT, RICE, PEASE, BEANS, &c. when in bulk, to be stowed on a good high platform, or dunnage wood, of not less than 10 inches, and in the bilges 14 inches dunnage; the pumps and masts cased, to have strong bulkheads, good shifting boards, with feeders and ventilators, and to have no admixture of other Goods. Flat-floored, wall-sided Ships should be fitted with Bilge Pumps. On no consideration must the Staunchions under the Beams be removed.

4.—OIL, WINE, SPIRITS, BEER, MOLASSES, TAR, &c. to be stowed bung up; to have good cross beds at the quarters, (and not to trust to hanging beds,) to be well chocked with wood, and allowed to stow three heights of pipes or butts, four heights of puncheons, and six heights of hogsheads or half-puncheons. All Moist Goods and Liquids, such as SALTED HIDES, Bales of BACON, BUTTER, LARD, GREASE, CASTOR OIL, &c. should not

be stowed too near "Dry Goods," whose nature is to absorb moisture. Ship-owners have often to pay heavy damages for Leakage in Casks of Molasses, arising from stowing too many heights without an intervening platform or 'twixt decks. From Bengal Goods also are frequently damaged by Castor Oil.

5.—TEA and FLOUR in barrels; FLAX, CLOVER and LINSEED, or RICE, in tierces; COFFEE and COCOA in bags should always have 9 inches at least of good dunnage in the bottom, and 14 to the upper part of the bilges, with 2½ inches at the sides: allowed to stow six heights of tierces and eight heights of barrels. All Ships above 600 tons should have 'twixt decks or platforms laid for these Cargoes, to ease the pressure—caulked 'twixt decks should have scuppers in the sides, and 2½ inches of dunnage laid athwart ship, and not fore-and-aft ways, when in Bags or Sacks; and when in Boxes or Casks not less than 1 inch. RICE from Calcutta is not unfrequently damaged by Indigo, for want of care in stowing.

6.—Entire Cargoes of SUGAR, SALTPETRE, and GUANO in bags must have the dunnage carefully attended to, as laid down for other goods. TIMBER Ships are better without 'twixt decks if loading all Timber or Deals. Brown Sugar to be kept separate from white Sugar, and both kept from direct contact with Saltpetre.

7.—POT and PEARL ASHES, TOBACCO, BARK, INDIGO, MADDERS, GUM, &c., whether in Casks, Cases, or Bales, to be dunnaged in the bottom, and to the upper part of the bilges at least 9 inches, and 2½ inches at the sides.

8.—MISCELLANEOUS GOODS, such as Boxes of CHEESE, Kegs and Tubs of LARD, or other small or slight-made packages, not intended for broken stowage, should be stowed by themselves, and dunnaged as other goods.

9.—Barrels of PROVISIONS and TALLOW Casks allowed to stow six heights. All METALS should be stowed under, and separated from, Goods liable to be damaged by contact.

10.—All MANUFACTURED GOODS, also DRY HIDES, Bales of SILK, or other valuable Articles, should have 2½ inches of dunnage against the side to preserve a water-course. Bundles of SHEET IRON, RODS, Pigs of Copper or Iron, or any rough hard substance, should not be allowed to come in contact with Bales or Bags, or any soft packages liable to be chafed. When Mats can be procured they should be used at the sides for Silk, Tea, &c.

11.—TAR, TURPENTINE, ROSIN, &c. to have flat Beds of Wood under the quarters, of an inch thick, and allowed to stow six heights.

12.—Very frequent and serious loss falls on Merchants on the upper part of Cargoes, particularly in Vessels that bring Wheat, Corn, Tobacco, Oil Cake, &c., arising from vapour damage imbibed by Wheat, Flour, and other Goods, stowed in the same vessel with Turpentine, or other strong-scented articles: the Shippers are to blame for such negligence, for not making due inquiry before shipping.

13.—Ships laden with full Cargoes of Coal, bound round Cape Horn or Cape of Good Hope, to be provided with approved ventilators as a preventive against ignition.

14.—No Vessel bound on any over-sea voyage, should on any account be loaded beyond that point of immersion which will present a clear side out of water, when upright, of three inches to every foot depth of hold, measured amidships, from the height of the deck at the side to the water.

TEMPORARY RUDDER.

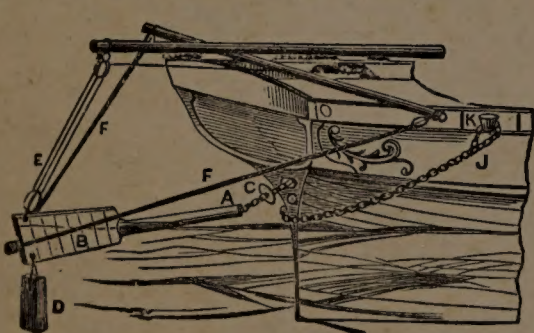


FIG. 1.

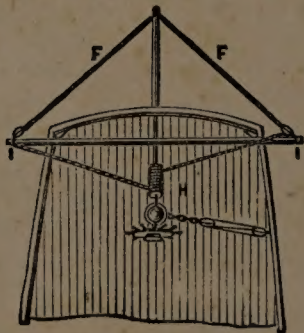


FIG. 2.

Pass the End of a Chain down the Rudder Trunk, and take it up over the stern; lash the end link to a piece of spar (A, Fig. 1) fitted with a blade (B); put a mouse (C) on the chain, leaving two or three links drift between it and the spar for play; sling a pig of ballast, or other weight, at the lower part of the blade (D); fit a block (E) for a tackle to trice it up clear of the screw in case of making sternway; fit guys (F); lower the whole over the stern, and heave the chain tight until the mouse (C) is jammed tight in the lower part of the trunk (G); secure the chain (H, Fig. 2), reeve the guys (F) through blocks at the end of a spar across the stern (I), and take them to the barrel of the wheel. When the main piece of the Rudder cannot be unshipped, lash a large shackle to the end of the spar, and reeve the chain (J) through the shackle, drop the bight of the chain over the stern, and draw it tight under the counter, securing both ends in board at (K).—T. H. WITHERS, Examiner in Seamanship, London.—(NAUTICAL MAGAZINE, November, 1873.)

ROUND WIRE ROPES,

FOR SHIPS' STANDING RIGGING, JIB STAYS, &c.

(By permission of A. J. HUTCHINGS & Co., Patent Improved Wire Rope Manufacturers, Millwall, London, E.)

WIRE ROPE.		HEMP ROPE.		CHAIN.		Breaking Strain.	Working Load.
Circumference.	Weight per Yard.	Circumference.	Weight per Yard.	Size.	Weight per Yard.		
	lbs. oz.		lbs. oz.		lbs. oz.	T. C.	Owts.
1½	1 0	3	1 10	1/8	2 8	2 5	8
1¾	1 4	3½	2 0	3/8	4 0	4 0	15
2	1 12	4	3 1	1/2	8 0	6 7	18
2¼	2 4	5	3 8	5/8	9 8	7 5	22
2½	2 12	5½	4 4	3/4	11 0	8 11	30
2¾	3 4	6	5 0	7/8	13 0	10 0	37
3	3 12	6½	6 0	1	15 0	11 14	45
3¼	4 4	7	6 8	1¼	17 0	13 0	53
3½	5 4	7½	7 0	1½	20 0	15 6	60
3¾	6 0	8	8 0	1¾	23 8	17 5	72
4	7 0	8½	9 8	2	27 0	19 6	84
4¼	7 8	9	11 0	2¼	30 0	21 10	90
4½	9 0	10	12 8	2½	34 0	24 10	100

ADVANCE NOTES, up to £5 require 1d. impressed Stamp, from £5 to £10 a 2d. Stamp. IN PAYING OFF A CREW.—The Marine Form F "Account of Wages" must be filled up and delivered to each member of the crew, at least 24 hours before he is paid off, under a penalty not exceeding £5, and no deduction will be allowed unless duly inserted. (See Merchant Shipping Act.)

Captains will find "O. Wilson's Seaman's Wages Books" most useful publications, as they contain tables for readily calculating the amount of wages due to the day or month, and also contain a special blank leaf after each seaman's account for entering the "cash advanced" and "supplies" made during the voyage. The seaman's signature should always be obtained as a receipt when advances &c. are made, in order to prevent any dispute at the time of "paying off."

CHARLES WILSON, (late Norie & Wilson,) 157, LEADENHALL STREET, LONDON. E.C.

A LOG BOOK

CONTAINING

THE PROCEEDINGS

ON BOARD THE

Bark Chance

From the Port of *Edgartown U.S.*

To *The South Atlantic Whaling*

Commanded by

Capt. Fred. A. Smith

Commencing *November 11th 1880*

Ending

Kept by

Daniel W. Anthony 1st Officer

London, E.C.;

CHARLES WILSON,

(LATE J. W. NORIE & WILSON),

PUBLISHER OF CHARTS AND NAUTICAL WORKS,

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PASSENGERS.

No.	Name.	Description.	When & where received on Board.	When and where Landed.

Bark Blanche On The Indian Ground

1880

Thursday Nov 11th

First part light air from the N. & calm. Middle part light breeze from the N. Latter part strong breeze from the N. W. and raining. Steering S. by W. Cloudy. no observation

Friday Nov 12th

First part strong breeze from the W. and squally. Middle part wind S. W. and clear. Latter part the same. By the wind on Starboard tack.

Lat. $35^{\circ} 08'$ S. Long $17^{\circ} 44'$ W.

Saturday Nov 13th

First part fresh breeze from the S. W. on Starboard tack spoke the Sea Ranger, Holmes, nothing since leaving St. Helena. Middle part light breeze from the N. on S. tack. Latter part strong breeze, & cloudy.

Sunday Nov 14th

First part blowing a gale from the N. W. on Starboard tack. Middle part more lammied on Port tack. Latter part wind S. W. and more moderate.

Lat. $34^{\circ} 46'$ S. Long $18^{\circ} 30'$ W.

Monday Nov 15th

First part fresh breeze from the S. steering W. Middle part wind light from the Eastward. Latter part wind S. Lat. $34^{\circ} 56'$ S. Long $20^{\circ} 26'$ W.

Bark Blaine On The Indian Ground

1880

Tuesday Nov 16th

First part fresh breeze from the N. W. & raining, by the wind on Starboard tack. Middle part calm, latter part wind N. N. E. steering W. by N. Lat. $34^{\circ} 56' S$. Long $21^{\circ} 23' E$.

Wednesday Nov 17th

First part fresh breeze from the N. steering W. by N. Middle part strong breeze from the N. N. W. and raining. Latter part moderate with squalls of rain, by the wind on Starboard tack

Thursday Nov 18th

First part moderate breeze from the N. W. by the wind on Starboard tack. Middle part the same, latter part raining. No Observation.

Friday Nov 19th

First part moderate breeze from the West and raining. Middle & latter part fine breeze from the N. N. W. & clear, on Starboard tack by the wind. Lat. $37^{\circ} S$. Long $24^{\circ} 31' W$.

Saturday Nov 20th

First part light breeze from the N. W. and clear, Middle & latter part the same, working to windward. Lat. $36^{\circ} 06' S$. Long $24^{\circ} 22' W$.

Bark Clarice On The Tristan Ground 1880

Sunday Nov 21st

First part light breeze from the N. W. on Starboard tack. Spoke Bark Gas Head Mitchell 90 sperm, since leaving St. Helena. Middle part calm. Latter part fine light breeze from the N. E. by the wind on Port tack.
Lat. $36^{\circ} 25'$ S. Long $23^{\circ} 27'$ W.

Monday Nov 22nd

First part good breeze from the N. E. by the wind on Port tack. The Gas Head went out of sight to the South. Middle part on Starboard tack. Latter part on Port. Thick and raining.

Tuesday Nov 23rd

First part thick fog, on Starboard tack under short sail. wind North. Middle part raining. Latter part foggy & moderate. Lat. $30^{\circ} 36'$ S.

Wednesday Nov 24th

First part moderate breeze from the S. W. on Starboard tack. Spoke Bark Falcon. Handy nothing since leaving St. Helena. Middle part on Port tack. Latter part on Starboard.
Lat. $36^{\circ} 33'$ S. Long $22^{\circ} 51'$ W.

Thursday Nov 25th

First part fine breeze from the S. S. E. on Starboard tack. Middle & latter part calm. The Falcon in sight.
Lat. $36^{\circ} 29'$ S. Long. $22^{\circ} 37'$ W.

Back Lane On The Tristan Linné.

Friday Nov 23rd

First part light air from the N. steering S. S. E. Middle part fine breeze. Latter part foggy. No observation.

Saturday Nov 24th

First part moderate breeze from the N. and foggy on Starboard tack. Middle part on Port tack. Latter part kept off S. E. for a while then sufficed too on Port tack. foggy & raining.

Sunday Nov 25th

First part fresh breeze from the N. & raining on Port tack. Middle part wind light and raining. Latter part wind light from the S. on Starboard tack.
Lat. $38^{\circ} 15' S$. Long $20^{\circ} 50' W$

Monday Nov 26th

First part wind moderate from the N. W. heading to Starboard, The Falcon in sight. Middle & latter part foggy & raining. bore around to the Eastward at 9 o'clock A. M.

Tuesday Nov 30th

First part fresh breeze from the N. and thick rainy weather, on the Port tack. Middle & latter part blowing a gale

Bank Claire On The Russian Ground

Wednesday Dec 1st

First part blowing a gale from the N. Cove to
on Port tack. Middle part more moderate & foggy
latter part kept off East. Lat. $37^{\circ}41'$ S. Long $18^{\circ}31'$ W.

Thursday Dec 2nd

First part strong breeze from the N. N. W. on Port
tack. Middle part the same. latter part light air
from the Westward steering E. by N.
Lat. $37^{\circ}14'$ S. Long. $17^{\circ}12'$ W.

Friday Dec 2nd

First part light air from the W. steering East.
Raised a school of Sperm Whales at $4\frac{1}{2}$ o'clock
P. M. going to windward, lowered for them but
got no chance. Broke out run for Topmast. Flapail
and bent it. Middle part on Port tack by the same
latter part steering East. cloudy, no observation.

Saturday Dec 3rd

First part good breeze from the West steering E. N. E.
Middle part light breeze & clear. latter part kept off
E. S. E. Lat. $36^{\circ}33'$ S. Long $15^{\circ}38'$ W.

Backs Blaine On The Tristan Ground

Sunday Dec 5th

First part light breeze from the West steering S.E. by E. Raised a Right Whale at 1 o'clock P.M. going to windward lowered but he made no sign. Middle part easing to on Port tack. Latter part kept off S.E. by E. Spike Bark Hercules 75 Sperm. This season
Lat. $36^{\circ} 29'$ S. Long $15^{\circ} 11'$ W.

Monday Dec 6th

First part fine breeze from the W. steering S.E. by E. Middle part the same. Latter part raised the island of Tristan De Acunha at daylight, bearing S. and hauled up for it.

Tuesday Dec 7th

Fine breeze from the Westward. At 11 up to the Island and went on shore to get Potatoes. Got them off at dark. Middle part got through with the trading and kept off N.E. Sold 20 Bags of flour for potatoes. Latter part wind steering E. by E. The Hercules in sight to Leeward. Lat. $36^{\circ} 55'$ S. Long. $10^{\circ} 47'$ W.

Wednesday Dec 8th

First part fresh breeze from the N. steering East. Middle part strong breeze steering E. by S. Latter part the same. The Hercules in sight.

Lat. $36^{\circ} 47'$ S.
Long $7^{\circ} 18'$ W.

Bark Charlie On Tristan Ground

Thursday Dec 9th

First part blowing a gale from the N. N. W. steering off E. until 5 o'clock when luffed to on Port tack. Latter part blowing from the N. W. kept off E. by S.
Lat $36^{\circ} 07' S$. Long $5^{\circ} 52' W$.

Friday Dec 10th

First part blowing a gale from the West steering E. S. E. Middle part luffed to on Port tack. Latter part kept off E. S. E. Lat $36^{\circ} 12' S$. Long $4^{\circ} 32' W$.

Saturday Dec 11th

First part strong breeze from the W steering E. S. E. the Hercules in sight. Middle part luffed to on Starboard tack. Latter part kept off E. by S.
Lat $36^{\circ} 24' S$ Long $2^{\circ} 48' W$.

Sunday Dec 12th

First part fresh breeze from the N. W. steering E. by S. the Hercules in sight to the South of us. Middle part wind N. on Starboard tack. Latter part blowing fresh. On Port tack. Lat $36^{\circ} 25'$ Long $1^{\circ} 45' W$.

Monday Dec 13th

First part blowing a gale from the N. W. Port tack. Middle part wind backed to West, more moderate. Latter part kept off E. by S.
Lat $35^{\circ} 51' S$.
Long 16 miles West.

Back Channel On The Italian Ground

Tuesday Dec 14th

First part fresh breeze from the West steering E.S.E.
Middle part laid to on Starboard tack. Latter part
kept off S.E. Saw a large number of Finbacks.
Lat $36^{\circ} 17' S.$ Long $10^{\circ} 15' East.$

Wednesday Dec 15th

First part fresh breeze from the West steering East-
Middle part on Port tack. Latter part kept off E.S.E.
Lat $35^{\circ} 44' S.$ Long $2^{\circ} 57' W.$

Thursday Dec 16th

First part fresh breeze from the West steering
E.S.E. Middle part wind light and variable with rain
Latter part fresh breeze from the N. steering S.W.
Lat. $36^{\circ} 23' S.$ Long $3^{\circ} East.$

Friday Dec 17th

First part blowing a gale from the N. bore to on
Starboard tack. Middle part wind hauled to W.
Latter part more moderate; kept off E.N.E.
Lat. $35^{\circ} 51' S.$ Long $3^{\circ} 47' E.$

Saturday Dec 18th

First part strong breeze from the West and clear, steering
N.E. Middle & Latter part wind light
Lat $33^{\circ} 59' S.$ Long $4^{\circ} 30' East$

Bark Blanche Towards The Coast Of Africa

Sunday Dec 19th

First part wind light from the N. N. W. steering N. E.
Middle and latter part light air from the West. saw
a Brig bound to the Eastward.

Lat. $32^{\circ} 51'$ S. Long. $5^{\circ} 13'$ E.

Monday Dec 20th

First part light air from the S. W. steering N. E. by E.
Middle part wind veered to East by the wind on Starboard
tack. Latter part wind N. on Port tack

Lat. $32^{\circ} 12'$ S. Long. $6^{\circ} 25'$ E.

Tuesday Dec 21st

First part light breeze from the N. steering E. by N. Middle
part wind N. N. W. Latter part wind N. W.

Bent run main-top-gallant-staysail.

Lat. $31^{\circ} 03'$ S. Long. $8^{\circ} 21'$ E.

Wednesday Dec 22nd

First part fine light breeze from the N. W. steering E. N. E.
Middle & latter part light variable winds

Lat. $30^{\circ} 01'$ S. Long. $9^{\circ} 27'$ East.

Thursday Dec 23rd

First part light air from the West steering E. N. E.
Middle part wind light and variable, latter part
light breeze from the N.

Lat. $29^{\circ} 11'$ S.
Long. $10^{\circ} 10'$ E.

Back Starve On The Coast of Africa

Friday Dec 24th

First part fine light breeze from the N. W. steering N. E.
Middle part very light. Latter part wind S. W. steering
N. E. by N. Long three merchantmen bound to the N. W.
Lat. $27^{\circ} 37' S$. Long $10^{\circ} 50' E$.

Saturday Dec 25th

First part fresh trades, steering N. E. by N. Middle
and latter part the same. Lat. $25^{\circ} 11' S$. Long $10^{\circ} 49' E$.

Sunday Dec 26th

First part strong trades, steering N. E. by N. Middle
part luffed to on Port tack. Latter part kept off N. E.
Lat. $23^{\circ} 42' S$. Long $10^{\circ} 43' E$.

Monday Dec 27th

First part strong trades, steering N. E. Luffed to on
Starboard tack at dark. Latter part kept off N. E.
Lat. $22^{\circ} 11' S$. Long $10^{\circ} 27' E$.

Tuesday Dec 28th

First part fresh trades steering E. N. E. Luffed to
on Port tack at dark. Latter part steering N. W. moderate.
Lat. $21^{\circ} 22' S$. Long $10^{\circ} 47' E$.

Bark *Clara* On The Coast Of Africa 1880

Wednesday Dec 29th

First part moderate trades steering N. W. Luffed to
on Port tack at dark. Latter part kept off N. N. E.
Lat $20^{\circ} 50' S$. Long $16^{\circ} 11' E$.

Thursday Dec 30th

First part moderate trades, steering E. Luffed to
on Port tack at dark. Latter part kept off N. E.
fresh trades again. Lat: $19^{\circ} 50' S$. Long $16^{\circ} 34' E$.

Friday Dec 31st

First part fresh trades and stormy weather, steering
N. E. Luffed to on Port tack at dark. Latter part
kept off N. East. Lat: $18^{\circ} 42' S$. Long $11^{\circ} 12' E$.

Saturday Jan. 1st 1881

First part fresh trades steering East. Middle part
luffed to on Port tack and were rounded at 2 1/2 o'clock
Latter part sighted the West Coast of Africa at 7 o'clock
A. M. and kept off N. W.
Lat: $17^{\circ} 56' S$. Long $10^{\circ} 56' E$.

Sunday Jan 2nd

First part fresh trades, steering N. W. Luffed to on
Port tack at dark. Latter part kept off N. N. E.
Lat: $17^{\circ} 18' S$ Long $9^{\circ} 47' E$

Barb Course On The Coast of Africa 1881

Monday Jan 3^d

First part moderate trades, steering S. S. E. Luffed too on Port tack at dark. Latter part kept off W. N. W.
Lat. $16^{\circ}47'$ S. Long $9^{\circ}10'$ E.

Tuesday Jan 4th

First part moderate trades, steering S. E. by E. Luffed too on Starboard tack at dark. Latter part kept off N. E. Lat $16^{\circ}02'$ S. Long $10^{\circ}03'$ E.

Wednesday Jan 5th

First part moderate trades steering N. W. Luffed too on Port tack at dark. Latter part kept off W. N. W.
Lat. $15^{\circ}34'$ S. Long $8^{\circ}20'$ E.

Thursday Jan 6th

First part moderate trades, by the wind on Port tack. Middle & latter part the same. Lat. $15^{\circ}46'$ S. Long $6^{\circ}44'$ E.

Friday Jan 7th

First part moderate trades, by the wind on Starboard tack. Middle part more variable. Latter part on Port tack
Lat. $16^{\circ}08'$ S. Long $6^{\circ}22'$ E.

Barb. Clance On The Coast Of Africa 1881

Saturday Jan 8th

First part fine trades by the wind on Port tack
Middle & latter part on Starboard tack.

Lat 16° Long 70

Sunday Jan 9th

First part moderate trades by the wind on Starboard
tack. Middle & latter part on Port tack. Spoke Dark
Wanderer, Heger 50 bbls since leaving St Helena.

Lat. 16° 18' S. Long 6° 58' E.

Monday Jan 10th

First part light breeze on Port tack. Middle & latter part
on Starboard tack. The Wanderer in sight to leeward

Lat. 16° 06' S. Long. 7° 25' East.

Tuesday Jan 11th

First part light trades on Starboard tack. Middle &
latter part fresh trades. The Wanderer in sight to
leeward.

Lat. 15° 48' S. Long 8° 54' E.

Wednesday Jan 12th

First part fresh trades on Starboard tack. Kept off
towards dark, thenuffed to again. Middle & latter
part standing to the Eastward. The Wanderer in
sight to leeward.

Lat. 15° 33' S. Long 10° 08' E.

Bark Charlie On The Coast of Africa 1881

Tuesday Jan 13th 1881

First part moderate trades, kept off N. Then luffed to again to the eastward. Middle part layed aback on Starboard tack. Latter part kept off N.W.
Lat. $14^{\circ} 58$ S. Long $90^{\circ} 28$ E.

Friday Jan 14th

First part light trades, kept off N. W. Middle part layed aback. Latter part kept off N.W. The Wanderer in sight.
Lat. $14^{\circ} 21$ S. Long $80^{\circ} 20$ East.

Saturday Jan 15th

First part light trades, steered N.W. Middle part on Port tack. Latter part kept off N. N. W. The Wanderer in sight.
Lat. $13^{\circ} 58$ S. Long $71^{\circ} 37$ E.

Sunday Jan 16th

First part moderate trades steering N. by N. Middle part by the wind on Port tack. Latter part steering W. Lat. $14^{\circ} 24$ S. Long $60^{\circ} 03$

Monday Jan 17th

First part moderate trades steering W. Middle part luffed to on Port tack. Latter part kept off West.
Lat. $14^{\circ} 50$ S. Long $50^{\circ} 00$

Bank Clarice On The Coast Of Africa

Tuesday Jan 18th

First part light air from the S.E. steering Dr. N. W.
Middle part layed aback. Latter part kept off N. A. W.
Employed in breaking out water & provisions.
Lat. $14^{\circ}56'S$. Long $4^{\circ}06'E$.

Wednesday Jan 19th

First part light breeze from the S. steering Dr. by N.
Middle part laced aback. Latter part calm.
Lat $15^{\circ}00$ Long $3^{\circ}35'E$.

Thursday Jan 20th

First part calm. Middle and latter part light breeze
from the South by the wind on Port tack. Employed in
in painting boats. Lat. $15^{\circ}14'S$. Long $2^{\circ}34'E$.

Friday Jan 21st

First part light breeze from the S. on Port tack by the wind
Middle part layed aback. Latter part on Port tack
Employed in painting boats. Lat $15^{\circ}49'S$. Long $1^{\circ}52'E$.

Saturday Jan 22nd

First part light breeze but generally, from S. S. E. on Starboard
tack by the wind. Middle & Latter part the same.
Lat. $15^{\circ}15'S$. Long $2^{\circ}46'E$.

Barb's Cruise On The Coast Of Africa.

Sunday Jan 23^d

First part moderate breeze from the E. S. E. on Port tack. Middle & latter part on Starboard tack, wind S. Lat. $13^{\circ} 12'$ S. Long $3^{\circ} 49'$ E.

Monday Jan 24th

First part light wind from the E. S. E. spoke to Kathleen, Hornblower, 4 or 5 lbs. Middle & latter part nearly calm. Lat. $14^{\circ} 43'$ S. Long $4^{\circ} 17'$ E.

Tuesday Jan 25th

First part calm. Middle & latter part light breeze from the S. S. E. by the wind on Starboard tack. Lat. $14^{\circ} 28'$ S. Long $5^{\circ} 31'$ E.

Wednesday Jan 26th

First part light from the S. Middle & latter part light winds and calm. Cloudy. Lat. $14^{\circ} 36'$ S.

Thursday Jan 27th

First part calm. Middle & latter part light breeze from the West, steering S. by W. Employed in mashing ship. Lat. $14^{\circ} 49'$ S. Long $6^{\circ} 38'$ E.

Friday Jan 28th

First part light breeze from the West steering S. by W. Middle part wind light from the S. W. by the wind. Latter part wind S. on Port tack. Lat. $15^{\circ} 32'$ S. Long $6^{\circ} 44'$ E.

Saturday Jan 29th 1881

First part light breeze from the S. on Port tack, middle part on Starboard, latter part on Port winds light and variable. Lat. $15^{\circ}35'S$. Long $6^{\circ}46'E$.

Sunday Jan 30th

First part light air from the S. By the wind on Port tack latter part the same latter part steaming N. N. W. Lat. $16^{\circ}04'S$. Long $5^{\circ}26'E$.

Monday Jan 31st

First part light breeze from the S. steering N. N. W. Middle part eased aback, latter part kept off N. W. Lat. $15^{\circ}42'S$. Long $4^{\circ}20'E$.

Tuesday February 1st

First part fresh breeze from the S. with squalls of rain steering N. W. Middle part eased aback, latter part kept off N. W. Lat. $15^{\circ}14'S$. Long $3^{\circ}18'E$.

Wednesday Feb 2nd

First part moderate breeze from the S. steering N. W. Middle part eased too on Port tack, latter part kept off N. W. Lat. $14^{\circ}28'S$. Long $2^{\circ}10'E$.

Thursday Feb 3rd

First part light trader steering N. W. by N. Middle part eased too on Port tack, latter part kept off N. N. W. Lat. $14^{\circ}49'S$. Long, 36 miles East.

St. Lawrence On The Windward Ground.

Friday February 4th 1881

First part moderate trades steering N. N. W. Middle part eased to on Port tack. Latter part kept by N. N. W. Lat $14^{\circ}52'S$ Long 10 miles E

Saturday Feb 5th

First part moderate trades steering N. E. Middle part eased to on Starboard tack. Latter part light variable winds. Spoke the bark Wanderer, nothing since we last saw her.

Sunday Feb 6th

First part light variable winds and calms. Middle part light breeze from the S. S. E. on Starboard tack. Latter part on Port tack. The Wanderer in sight to leeward. Lat. $14^{\circ}28'S$ Long 13 miles East

Monday Feb 7th

First part light breeze from the S. E. on Port tack. Middle part the same. Latter part on Starboard tack. The Wanderer in sight to leeward. Lat $15^{\circ}16'S$ Long 6 miles West.

Tuesday Feb 8th

First part moderate trades, on Starboard tack. Middle part the same. Latter part on Port tack. Lat. $13^{\circ}02'S$ Long 20 miles East.

Bark's Cruise On The Meridian Ground

Wednesday Feb 9th 1881

First part fresh trades, on Port tack. Middle & Last part the same, S, like the remainder.
Lat. $15^{\circ}44'S$. Long 42 miles East.

Thursday Feb 10th

First part fresh trades, blow around on Starboard tack at 3 o'clock P.M. Middle part more moderate. Latter part wind light. The remainder in sight.
Lat. $15^{\circ}25'S$. Long 16 miles West.

Friday Feb 11th

First part light trades, on Starboard tack. Middle & Latter part the same.
Lat. $15^{\circ}14'S$. Long 50 miles E.

Saturday Feb 12th

First part light trades on Starboard tack. After the E. W. Morgan, Ellis 230 bbls this season. Middle & Latter part fresh trades. Lat. $14^{\circ}32'S$. Long 148 E.

Sunday Feb 13th

First part strong trades, on Starboard tack. Middle part on Port tack, latter part on Starboard. Saw a Whaling Schooner, steering to the North.
Lat. $14^{\circ}45'S$.
Long 25 00 E.

Back Course On The Meridian Ground 1881

Monday Feb 14th 1881

First part fresh trades, in the wind on Starboard tack.
Middle part on Port tack. Latter part the same.
Lat. $14^{\circ}42'$ S. Long $1^{\circ}30'$ E.

Tuesday Feb 15th

First part moderate breeze from the S. on
Port tack by air signs. Middle part the same.
Latter part kept by Dr. by N. E. employed in repairing
sails. Lat. 15° S. Long. 5 miles East.

Wednesday Feb 16th

First part light trades, steering Dr. by N. Middle
and latter part light variable air and calms with
rain squalls. Lat. $15^{\circ}23'$ S. Long 16 miles West.

Thursday Feb 17th

First part light air, and calms. Middle part light
breeze from the S. by the wind on Port tack. Latter
part fresh breeze from the S.E. steering Dr.
Lat. $15^{\circ}50'$ S. Long $10^{\circ}17'$ W.

Friday Feb 18th

First part fresh breeze from the S.E. with rain squalls
steering N. N.E. Middle part on Starboard tack half the
night. Latter part on Starboard tack.
Lat. 16° S. Long 42 miles W.

Barb Chance On The Windward Ground.

Saturday Feb 19th

First part fresh trades, on Starboard tack, equally.
Middle part on Port tack, latter part on Starboard.
Lat. $14^{\circ} 58'$ S. Long 25° miles W.

Sunday Feb 20th

First part fresh trades on Starboard tack. Parted
the Gib-stay, replaced it and set it up again.
Middle part on Port tack, latter part on Starboard.
A large steamer passed, going to windward.
Lat. 13° S. Long 4° miles West.

Monday Feb 21st

First part moderate trades on Starboard tack by the
wind, and the same throughout the day.
Lat. $14^{\circ} 42'$ S. Long $1^{\circ} 64'$ East.

Tuesday Feb 22nd

First part moderate trades on Starboard tack. Employed
in repairing a sprail. Middle and latter part light
trades. Lat. $14^{\circ} 37'$ S. Long 2° E.

Wednesday Feb 23^d

First part light air from the S on Starboard tack.
Middle and latter part light variable winds and
calms.
Lat. $14^{\circ} 38'$ S. Long $2^{\circ} 41'$ East.

Barck Clarice On The Coast of Africa

Thursday Feb 24th

First part, light air from the S. by the wind on S. tack. Middle part the same. Latter part steering N.W. Employed in cleaning iron work and painting it.
Lat. $14^{\circ}32'$ S. Long $20^{\circ}07'$ E.

Friday Feb 25th

First part light air from the S. S.W. steering Dr. N.W. Middle part & Latter by the wind on Port tack. Employed in cleaning iron-work.
Lat. $14^{\circ}39'$ S. Long 1° E

Saturday Feb 26th

First part moderate trades, steering Dr. S.W. Middle part by the wind on Port tack. Latter part left off West.
Lat. $15^{\circ}23'$ S. Long 6 miles East.

Sunday Feb 27th

First part fresh trades, steering E. N.E. Middle & Latter part by the wind on Starboard tack.
Lat. $14^{\circ}28'$ S. Long 36 miles East.

Monday Feb 28th

First part fresh trades by the wind on Starboard tack. Middle part on Port tack. Latter part left off N. S.W. Employed in cleaning and painting iron work.
Lat. $14^{\circ}46'$ S. Long 18 miles East.

Back Cruise On The Mission Ground 1881

Tuesday March 1st

First part moderate trades steering West. Middle part
by the wind. Latter part kept off N. by N.
Employed in cleaning & painting iron work
Lat. $15^{\circ} 18' S.$ Long $10^{\circ} 02' West.$

Wednesday March 2nd

First part fine trades steering W. by N. Middle part
by the wind on Port tack. Latter part steering W. N. W.
Employed in cleaning and painting iron work.
Lat. $15^{\circ} 39' S.$ Long $12^{\circ} 34' W.$

Thursday March 3rd

First part fine trades, steering W. by N. Middle &
Latter part the same. Employed in scraping masts.
Lat. $15^{\circ} 30' S.$ Long $4^{\circ} 17'$

Friday March 4th

First part fresh trades & squally steering W. Middle
part by the wind on Port tack. Latter part kept off
N. N. W. Lat. $13^{\circ} 46' S.$

Saturday March 5th

First part moderate trades sighted the Island of St.
Helena. Spoke Bark Hiei Amos Foster 1500 lbs. This
day. Middle part by the wind on Port tack
Latter part on Starboard tack. Saw 1500 fish.
Covered larboard boat and got on
The Island in sight to leeward

Barre Channel Off St. Helena 1881

Sunday March 6th

First part fresh trades on Starboard tack, spoke the C. W. Morgan Son from their wharves to forward middle part on Port tack, latter part on Starboard tack.

Monday March 7th

First part fresh trades on Starboard tack, Middle part on Port tack, latter part spoke the Dock Wanderer, and kept off for the Island of St. Helena, Employed in boiling 12 casks.

Tuesday March 8th

First part fresh trades Got off the Harbor at 3 o'clock, and the Capt. went on shore and sent off the letters, then stood off on the Eastern tack, latter part since in of the Harbor & the Capt. came on board again.

Wednesday March 9th

First part moderate trades stood into the Harbor and came to an anchor, at 3 o'clock. Latter part employed in cleaning ship.

Thurs Log

Friday March 10th

Fresh trades employed in painting ship. The C. W. Morgan came in to see us to see to our

Back Service At anchor in St Helena.

Friday March 11th

First part squalls of rain, employed in painting ship.

Saturday March 12th
Painting aloft.

First part rainy.

Sunday March 13th

Fine weather all day, low watch on shore for a rain.

Monday Mar. 14th

Finished painting spare.

Tuesday March 15th

Employed in pumping out salt water and getting ready for fresh water.

Wednesday March 16th

Employed in filling water, and suaking out oil to ship by the L. C. W. Morgan.

Thursday March 17th

Employed in shipping oil on board the L. C. W. Morgan.

Bank Crane At St Helena

Friday March 18th

Shipped the remainder of the oil on board the Morgan, in all 1942 bl & 15 Galls. Took 869 Galls of coals from her. The Latic Beard arrived at Sandown.

Saturday March 19th

Employed in getting ready to return off the ship, cleaning hole & so forth.

Sunday March 20th

Fine weather, one watch out shore for a run.

Monday March 21st

Tuesday March 22nd

This day Capt Smith turned the ship over to Capt F. Finson also discharged the first officer D. A. Anthony and shipped myself B. D. Cleveland in his place as chief mate of the ship also discharged the 5th officer J. B. Smith and shipped Charles Donnelly as third mate also shipped one stowaway that we got in Keabekda latter part busy stowing the ground in the lower hold.

Wednesday March 23rd

engaged receiving provisions from the Latic Beard and stowing it away. have employed a cooper to do what cooping there is needed to be done on board a few days.

Thurs 23rd

This day we are still receiving provisions also are taking water and stowing the ship off still employing a cooper from on shore.

Bark Clarice At St Helena

Thur March 24. 1881

This day employed stowing the ship for sea also Bought and received 240 ft of
Board from Bark L. Morgan also some brandy gun also two iron poles got
through with the cooper and sent him on shore at 12 twelve o'clock ship's steward took
day they came on board and began duty - Cook's name William Wilson

Frid 25. 1881

To day employed getting & rived from the old Grace also sent down
the fore & galant yard to get a new band put on - discharged one man
as his time had expired

Sat 26. 1881

This day we are still employed getting wood and stowing it below
every thing seems to be going on nicely on board ship

Sun 27. 1881 all well on board

To day have been engaged getting wood also carried some iron work on shore
to have repaired the C. W. Morgan sailed to day for home carrying Capt. Smith & Mr. A. Anthony
as passengers

Tuesday 29.

This day begins with fine weather engaged clearing up the decks also got on
cask of B. Pork from the Bark Greyhound gave of cask 148. nobles 423 latter
part went and got a set of davies also began to put them up

Wens 30

This day ship still at anchor busy getting wood also putting up davies & bars for
another boat latter part sent some iron work on shore to have fixed for the davies

Thurs 31

This day engaged at various kinds of work also got on load of
wood from the schr Lotty Beard all sold to the Catholican Capt. He
some firkin of Butter

St Helena Aprilth 1884

Frid¹ To day begins with various kinds of work going on latter part went over to one of the hulks and got one pair of slide boards also put them on and fitted 2 two blocks for the derrick ~ ~ ~ ~ ~

Sat 2. 1884

This day begins with fresh breezes engaged repairing the rigging latter part sent some iron work on shore to be repaired. also bought some wire rigging Compass & medicine Chest ~ ~ ~ ~ ~

Sun 3. 1884

To day finds the ship at anchor in the harbor of St Helena with fresh trade

Mon 4. 1884

This day we are busy fitting things up in general. also sent on shore some chains for topsail sheets also top galant sheets sent the Starboard wack on liberty ashore ~ ~ ~ ~ ~

Tues 5. 1884

This day begins with fine weather find to day that 2 two of the men in the Starboard wack have deserted the ship their names are Dick Porter & John Brava sent the port wack on liberty. latter part the day filled 2 casks of fresh water also got the new topsail sheets and sent them aloft 2 two ships sailed to day ~ ~ ~

Wed 6. 1884

This day we are still getting things ready and snaged up for sea find that 4 four men out of the port wack have deserted the ship their names are John Sam Fildes also Josiah Bean & Le Jones

Thur 7. 1884 St Helena

First part Capt Vincent came on board and manned the windlass after breaking the anchor out Capt Vincent went on shore we then stowed the anchors and made sail ship on the Eastern tack heading E.S.E latter part sighted 2 whalers land bearing S.W. by E

St Helena April 8. 1884

First part ship standing in towards the harbor also engaged at various little jobs middle part made sail and headed the ship out to sea again as Capt Vincent has not as yet got the deserters. latter part tack ship engaged getting out floor Lat 15.43.8 Long 15.40.3 West ~ ~ ~ ~ ~
Sat March 9. 1884

First part busy setting up the main top galant & royal back stays as they are very slack ship on the Port tack the Island bearing W by S about 25 miles dist. latter part run the ship into the harbor and received some sweet potatoes pumpkins & onions also a letter from Capt V saying he had shipped a second officer also should not get ready to come on board until Monday Lat 15.38 Long 15.31. West ~ ~ ~ ~ ~

Sund Sun 10. 1884

This day finds us laying off an anchor at St Helena with fresh trades. Capt Vincent still looking for the deserters so made sail and stood the ship out to sea to remain until Monday ship on the eastern tack middle part lost sight of the land, latter part wore ship sight the Bark Greyhound also saw other whaler in sight Lat 15.35 Long 15.27 West

Mon 11. 1884

This day begins with moderate trades ship cruising with all sail & it sighted three whalers cruising off shore middle part shorten sail latter part run into the harbor

Tues 12. 1884

This day begins with moderate breezes Capt Vincent came on board bringing a second mate by the name of Chadman also caught one of the men that deserted name Charles Jones so made sail and sailed out on the eastern tack latter part ship stand along on the port tack see a small white water

Wens 13. 1884

This day begins with the ship standing in toward the harbor and Capt Vincent went on shore ship laid off an anchor a short time then set the courses and stood out to sea leaving Capt V on shore. latter part run the ship in the harbor waiting for Capt Vincent to come on board ~ ~ ~ ~ ~

St Helena April 14. 1881

Thursday 14

This day begins with fresh trades ship laying off an on caught 4 four of the runaway men their names Long Sam. Plas & Dick Pinta & John Brava Capt Vincent came on board bring a cooper that he had shiped so made sail and started for the whale ground 17 seven men forward latter part ship beating off and on working to the Eastward 3 three ships in sight Long 15.24 West

Friday 15. 1881

To day begins with moderate trades ship working to the windward the Bark Petal Capt Clagon spoke us bound in port the wach busy at ship duty latter part ship on the Port tack the wach busy making Spannam

Ship Lat 15.19 Long 04.37 West

Sat 16. 1881

To day ship heading along by the wind on the Port tack 3 three whaleships in sight steering along with us latter part wind breezing on so put one reef in the topsail the wach busy breaking out forward in the lower hole

Ship Long 05.27 Lat 16.42 S

Sun 17. 1881

To day begins with fresh trades also squalls at sundown shorten sail see black fish to the middle & latter part fresh trades also squalls see one whaleship to the windward of us sighted the land bearing N by E

Ship Lat 16.30 S Long 05.34 West

Mon 18. 1881

This day begins with fresh trades also squalls ship under double reef topsails & foresail latter part sett the jib & spanker the weather still squally so got no observation

April 19. 1884

This day begins with strong trade winds ship heading along on the starboard tack by the wind middle & latter part very fresh trades the watch busy at ship duty
Lat 14.14 S Long 116.16 West ~ ~ ~

Mon 20. 1884

To day ship still heading along by the wind on the starboard tack heading E. S. E. with topsails reefed this is all a very bad sea on middle & latter part equally engaged at various little jobs
Lat 12.51 S Long 116.45 West ~ ~ ~

Tues 21. 1884

This day begins with very fresh trades ship with double reef topsails & foresail steering by the wind on the starboard tack middle & latter part moderated so sett the light sails Ship Lat 11.30 S Long 117.23.44 West ~ ~ ~

Wed 22. 1884

This day ship still on the starboard tack by the wind middle & latter part weather moderated so ship headed along about to E by S with the light sails sett the watch busy breaking out rigging also various other jobs.
Ship Lat 10.41 S Long 118.03 West ~ ~ ~

Thurs 23. 1884

This day ship heading along by the wind with moderate breezes the watch busy at various kind of ship duty middle & latter part the weather about the same Ship Lat 10.14 S Long 119.19 ^{Broken out rigging} East ~ ~ ~

Fri 24 1884

This day ship steering along by the wind with fresh trades middle part began to moderate latter part sett the light sails. Lat 09.49 S Long 120.28 East ~ ~ ~

April 25. 1884

Monday this day begins with fine weather ship steering along by the wind on the Starboard tack middle part wind light latter part see finbacks & fish the wack busy breaking out flour and small stores Lat 09.30 Long 03.11 E

Tues 26.

This day begins with fine weather the wack busy reeving some new lanyards and setting up the main rigging. middle & latter part ship by the wind on the ~~for~~ Starboard tack Lat 08.22 Long 04.34 E ~ ~ ~

Wed 27

This day begins with fine weather ship on the Starboard tack the wack busy at ship duty see finbacks also lots of fish
Ship Lat 08.00 Long 06.02 E ~ ~ ~

Thurs 28

This day begins with fresh breezes ship heading to the eastward the wack busy getting out water. middle & latter part fresh breezes ship steering to the eastward by the wind Ship Lat 08.02 Long 07.13 E ~ ~ ~

Frid 29.

This day begins with fresh breezes the wack busy at ship duty see Blackfish middle & latter part fresh trades ship under short sail the wack busy at ship duty also setting up some old shooks Lat 08.04 Long 08.33 E ~

Sat 30.

This day begins with fresh trades. ship standing along by the wind the wack busy getting out some bundle of shooks also setting up small cask wind light so set the light sails Ship Lat 08.10 Long 10.03 E ~ ~ ~

May 1. 1889

Sun This day begins with moderate trades ship
by the wind latter part tack ship weather good so made all sail
Ship Lat 08.26 Long 10.41 E ~ ~ ~ ~

Mon 2 1889

This day begins with light trades ship working to the south
middle part calm latter part a light breeze sprang up. see lots of porpoises
the watch busy getting out water Ship Lat 08.58 Long 11.28 E ~ ~ ~ ~

Tues 3.

This day begins with fine weather ship working to the south
with very light winds. middle & latter part wind very light. See one merchant ship
spoke him the captain of her came on board of us bringing his chronometer with
him to time her it proved to be short some minutes but placing him
away up in the interior of Africa he was bound in to St Paul took letter
from us Lat 08.54 Long 10.00 E ~ ~ ~ ~

Wed 4

This day begins with light weather the watch busy at ship duty
sent down the old foretop galant sail and repaired it a little then sent it up
again Ship Lat 8.48 Long 8.35 E ~ ~ ~ ~

Thur 5. 1889

This day begins with moderate breezes ship cruising along by the wind
middle & latter part wind very light the watch busy at ship duty
Ship Lat 8.53 Long 9.41 E ~ ~ ~ ~

Frid 6

To day the weather is very light. latter part busy breaking out small
stores Ship Lat 09.03 Long 09.59 E ~ ~ ~ ~

May 7. 1884

Sat. 7 This day begins with very light trade winds engaged breaking out the slop cask latter part busy breaking out water and filling up with salt
Ship Lat 09, 25 Long 09.35 E ~ ~ ~ ~

Sund

This day begins with very light weather busy at ship duty latter part see squid & yellow tails Ship Lat 09.25 Long 08.39 E ~ ~ ~

Mon 9 1884

This day begins with very moderate weather ship working to the South latter part the watch busy at ship duty wind still very light see lots of yellow tails Ship Lat 09.38 Long 09.4. 1/2 E ~ ~ ~

Tues 10

This day begins with very moderate weather ship working to the windward latter part brok out Bread also some old shooks to make into small cask wind very light Ship Lat 09.51 Long 09.44 E ~ ~ ~

Wed 11

This day begins with very moderate trades see lots of porpoises latter part still very moderate busy setting up old shooks, also straight^{ning} up the lashings around the head of the mainmast
Ship Lat 10.11 Long 10.1

Thurs 12.

This day begins with very light weather see lots of fish latter part busy breaking out water also repairing ironwork wind light Ship Lat 10.46 Long 09.49.35 E ~ ~ ~ ~

May 13. 1881

This day ship still by the wind engaged reeving new cutting sails. & latter part fresh trades ship working to the south by the wind the watch busy at ship duty Ship Lat 11.00 S Long 08.22 E ~ ~ ~ ~

Sat 14.

This day ship close-haled by the wind with all sail set the watch busy at ship duty latter part see lots of porpoises Ship Lat 11.21 S Long 09.14 E ~ ~ ~ ~

Sun 15. 1881

This day begins with moderate breezes ship by the wind on the starboard tack see lots of feed Ship Lat 11.37 S Long 10.36 E ~ ~

Mon 16.

This day begins with fresh breezes ship under double reef foretop sail latter part fresh trades the watch busy at ship duty Ship Lat 12.04 S Long 11.02 E ~ ~

Tues 17

This day begins with fresh trades ship working to the south latter part the watch busy at ship duty made some new whip to the flying jib also took out water ship Lat 12.03 S Long 09.50 E ~ ~ ~

Wed 18.

This day begins with fresh trades ship with double reef foretop sail set latter part wind moderated so set the light sails the watch busy at ship duty Ship Lat 12.16 S Long 09.10 E also repairing Castles ~ ~

Thurs 19

This day begins with light trades ship working to the south busy breaking provisions. no observation Lat 12.51

May 20 1834

~~Thurs~~ This day begins with moderate weather ship by the wind the
wack busy breaking out and stowing away trying to make room
latter part every thing is going along nicely ship Lat 12.52° Long 08.49° E

Sat 21.

This day begins with fine weather the wack busy at ship duty
latter part wind light see lots of fish the wack busy at ship duty
Ship Lat 13.02° Long 07.33° E ~ ~ ~

Sun 22

This day begins with very moderate breezes latter part the wind
freshened so furled the light sails ship Lat 13.26° Long 08.50° E ~ ~

Mon 23

This day begins with fresh trades ship working to the south
see jumpers just at night latter part see finback the wack busy
at ship duty Lat 13.61° Long 08.52° E ~ ~ ~

Tues 24

First part begins with fresh trades ship working to the south
the wack busy breaking out water l. and filling with salt water
latter part see lots of fish Lat 14.14° Long 07.24° E ~ ~ ~

Wens 25

This day begins with fresh breezes ship by the wind
latter part busy at ship duty Ship Lat 13.60° Long 06.47° E ~

Thurs 26

This day begins with fine weather
ship working to the south latter part busy at ship duty
Lat 15.31° Long 05.07° E ~

May 27. 1881

Tues 27. This day begins with fine weather ship working to the south latter part busying ourself at various little jobs the wind very light and clear
Ship Lat 15° 22' Long 06° 24' E ~ ~ ~

Bending maintop sail

Sat 28. 1881

To day the weather very good ship working to the south latter part breaking out water also bent a new maintop sail repaired the old one and stowed it below in a cask the weather very good Lat 15° 26' Long 07° 01' E

Sun 29.

This day begins with very light weather ship still by the wind there seems but very little life or feed on the ground hear as yet scarce any birds
Ship Lat 15° 41' Long 07° 46' E ~ ~ ~

Mon 30.

This day begins with very moderate weather the crew busy getting out provisions. See lots of Porpoises & life in general Ship Lat 15° 42' Long 08° 47' E

Tues 31

This day begins with fine breeze the crew busy sending down the foretop sail also bent the one we had in the sail room repaired the old one a little and stowed it below latter part split the jib into wind breezing on so reefed the topsail and furled the mainsail there is a very bad sea heaving from the south Ship Lat 15° 49' Long 09° 49' E ~ ~ ~

Jan 1. 1881

Mon This day begins with very fresh trades ship under short sail the wach busy breaking out sails. at sundown headed the ship offshore latter part beat another job the wind moderating Lat 16.05 Long 09.10 E ~ ~ ~

Thur 2 This day begins with fresh trades ship under short sail and riding like sam till the wach breaking out meat latter part began to moderate down so maid more sail Lat 16.14 Long 08.36 E ~ ~ ~

Frid 3. 1881

This day begins with moderate breezes ship Cruising fast at night see a large peace of white horse or junk floating on top of the water killed the hog & 2 chickens latter part wind moderate ship Cruising the wach busy at ship duty Lat 16.02 Long 09.39 E ~ ~ ~

Sat 4. 1881

This day begins with fine weather the wach getting out water see lots of finbacks latter part ship heading inshore with all sail set the wach busy making spungash Lat 16.02 Long 11.11 E ~ ~

Sun 5 1881

This day begins with with fine whaling weather ship heading inshore so as to make the land at 9 AM sighted the coast and stood the ship inshore until twelve o'clock got latitude found Chron No 2 about 5 five miles out to the eastward the wach ship and stood the ship off shore Chron No 1 5 five degrees out Lat 16.24 Long 11.34 E

June 6. 1884

Mon This day begins with fine weather ship heading by the wind on the port tack latter part strong trades ship under double reef topsails & courses the wach busy at ship duty Lat 16.17 Long 10.09 E ~ ~ ~

Tues 7. 1884

This day begins with fresh trades ship heading off shore see fin backs & squid. latter part ship under double reef topsails & courses the wach busy at ship duty Lat 16.30 Long 08.38 E ~ ~ ~

Wed 8. 1884

This day begins with fresh trades ship by the wind on the port tack latter part still fresh breezes the wach busy at ship duty Lat 12.05 Long 07.12 E at sundown shorten sail

Thurs 9. 1884

This day begins with moderate trades ship steering off West see fin back & squid latter part busy breaking out water at sundown wore ship ^{and} on the starboard tack and shorten sail Lat 17.35 Long 06.09 1/4 E ~

Frid 10. 1884

This day begins with fine weather ship cruising the wach busy first part repairing mainsail latter part making spun yarn at sundown shorten sail ship laying on starboard tack see killers to day ship Lat 17.06 Long 06.05 E ~ ~ ~

Sat 11. 1884

This day begins with calm weather engaged putting new roping on to the old jib also breaking out small stores latter part see trans pass at sundown shorten sail Lat 16.40 Long 06.03 E ~ ~ ~

Sun 12 1881

This day begins with very light winds ship cruising about see lots of
seal & the water has looked good all so see Blackfish at sundown
shorten sail Lat 16.29° Long 56.36 in ~ ~ ~

Mon 13. This day begins with very fine weather wind about East
engaged setting up shrouks for small cast. see lots of porpoises and the
water as looked very much like whales still we do not see them
Lat 16.37° Long 56.43 in ~ ~ ~

Tues 14 1881

This day begins with very light winds middle part calm engaged making
new brussprit guys out of wire as the old ones are about ready to drop into
latter part sent them outboard and sett them up also making up small cast
out of some old shrouks that was in the ship at sundown shorten sail
wind breezing up a little Lat 16.44° Long 56.30 in ~ ~ ~

Wed 15 1881

Today begins with moderate trades ship working off to the North
busy breaking out water and heavy stores latter part raised a white wave
5 five miles off run for it but see nothing more of it. also repairing the
foretop mast stay at sundown Blackfish around the ship shorten sail
Lat 16.26° Long 55.43 in ~ ~ ~

Thur 16 1881

This day begins with moderate trades ship working off to the leeward
busy repairing iron work also making new flying jib guys out of wire
in the place of the old ones as they were very poor indeed got one down
and sent it outboard and sett it up. at sundown shorten sail
Lat 15.54° Long 56.51 in ~ ~ ~

June 17 1881

Frid

This day begins with moderate trades ship working across the ground busy repairing iron work also finished putting out the flying jib guys and sett them up also sett up the jib guys. also commenced to make new wire backrops to the dollystriker at sundown shorten sail

Leat 15.13 $\frac{1}{2}$ Long 07.40 En ~ ~ ~ ~ ~

Sat 18. 1881

This day begins with fine weather ship cruising employed making new backrops finished them and sent them out as the old ones are entirely worn out. see humpbacks

Leat 16.13 $\frac{1}{2}$ Long 06.37 $\frac{3}{4}$ En ~ ~ ~ ~ ~

Sun 19 This day begins with fresh trades ship on the port tack latter part raised a large sperm whale going quick to the line lowered boats
L. Boat 90 lbs
just about 12 half past five P.M. the de Boat went on and struck the whale from sharp but after a while killed him and got him along side at half past ten in the evening. so maid him fast for the night set boat crew watches just before dark raised a school of large whales

Ship Leat 15.14 $\frac{1}{2}$ Long 07.04 En ~ ~ ~ ~ ~

Mon 20. This day begins with fresh trades got everything all ready and commenced to eat there being a very bad sea in. brok one chain strap also brok some blubber hook and every thing seemed to work the wrong way hooks tore out. the blubber is very tender got three small pieces on deck came on night so maid 3 three watches for the night also got out meat no observation ~ ~ ~ ~ ~

June 21. 1881

Tues This day begins with moderate breezes began this morning cutting got the head off and body inboard at twelve o'clock latter part began taking the head got the junk in board and the cask in and cleared away and slipped it overboard at six in the evening got supper and sett the wash port, we took the first wash out cleared away the wash and started the works
no observation

Weds 22 This day begins with fine trades engaged boiling and cutting blubber all hands on deck. got the body all cut up into horse pieces at about 3 P.M. Lat 14.38 Long 16.59 E. at dark have got about 26 bbls of oil headed up on deck.

Thurs 23 1881

This day begins with fine weather engaged boiling. middle part began cutting the junk at 3 p.m. finished. boiling the body then began to boil the junk about 6 p.m. sixty bbls headed up on deck took out cask of home bread found it so near spoilt just took out enough to last for a few days headed the rest up for trade ship.

Lat 14.45 S. Long 16.12 E ~ ~ ~ ~

Frid 24 1881

This day begins with fine weather engaged boiling the head middle part got all through boiling began getting ready to stow down found about all of the cask in the ground on the port side of the main hatch way rotten so had to have lots of repairs on them not being fit for oil as they now are run down 1. 184 Gall about 38 bbls see humpbacks and finbacks also got out water Lat 14.45 S Long 16.32 E ~ ~ ~ ~

June 25. 1884

Wat.

This day begins with fresh trades ship on the port tack began stowing the remainder of the oil down below also had to take out the whole ground bait the main hatch ship under 1 short sail finished getting the oil below making in all stowed below 90, ninty bbls struck all of the emptyness below and gave her the ship a light wash off in no heat or long

June 26. 1884

This day begins with very fresh trades ship under short sail there is also a very bad sea heaving latter part moderated a little so wore ship around on the eastern tack no observation

Mon 27 1884

This day begins with light trades engaged repairing the flying jib also Capt & the mate working on the old windlass trying to get it so we can use it as the inside where the shaft goes through is all rotten took the shaft out and cut some of the punk out then boxed around the place where the shaft goes with hard wood then drove the shaft in worked all day got it together so as to use it in case we want it everything seems to be dropping apart. reeve new on thaler to the sparker no observation

Tues 28 1884

To day we are having moderate trades busy repairing the ship in the gangway patching and building up also fitting the cutting or blubber hooks. see fin back humpbacks & algerians at sundown shorten sail Lat 14.44 Long 72.40

Jan 29. 1884

Wens.

This day begins with moderate trades raised a large white water this morning ran ship towards it but see nothing more if it engaged getting out water also Cap & busy fitting over the old ground near Cask as some of them are very poor have got lots of work that need to be done pushing ahead things as fast as we can so as to catch up with things that are gradually giving out Lat 15 00 Long 1634 E ~ ~ ~

Thurs 30

This day begins with fresh trades employed making new tryworks cover also just at night one of the spokes to the wheel dropped out. at sundown shorten sail Ship Lat 14.46 Long 17.28 E ~ ~ ~ Cannot tell what will let go next.

Fri 31 1884

This day begins with fresh trades also a very bad swell on ship laying to under short sail engaged repairing the wheel also various little jobs made a new fore tack have seen lots of birds no observation ~ ~ ~ ~ ~

Sat 2 1884

This day begins with trades ship by the wind with reef topsails engaged making a frame to go under the tryworks cover also building over the old hopper try to make it last the voyage have seen nothing to day at sundown tack ship still fresh breezes Lat 15.26 Long 15.41 E ~ ~ ~ ~ ~

Sun July 3th 1881

This day begins with fresh breezes ship on the eastern tack after breakfast began to moderate a little so made little more sail at sundown wind light ship Lat 15.59 Long 06.32 E ~ ~ ~

Mon 4 1881

This day begins with fine weather ship cruising about with all sail set engaged repairing over rotten casks that have had fresh water in them all broke out water & Bred also sugar ship Lat 15.05 Long 07.22 E ~

Tues 5 1881

This day begins with very light winds engaged repairing cask also various small jobs latter part calm Lat 15.07 Long 07.38 E ~ ~ ~

Wens 6 1881

This day begins with very light weather the week busy at ship duty middle & latter part calm see pinback ship Lat 15.19 Long 07.52 E ~ ~

Thurs 7 1881

To day begins with light trades ship on the Port tack with all sail set busy at ship duty see pinback Lat 15.30 Long 07.52 E ~ ~ ~

Frid 8

This day begins with fine breezes ship cruising see pinback & purposes the week busy at ship duty at sundown shorten sail Lat 16.05 Long 08.04 E ~ ~ ~

July 9th 1881

This day begins with moderate trades ship heading about on squid & pinback the watch busy at various kind of ship duty latter part got out water Lat 15.55 Long 06.35 E ~ ~ ~
shorten sail at sundown

Sun 10 1881

This day begins with fine weather on humpbacks middle & latter part fresh trades the air is smoky latter part shorten sail Lat 15.48 Long 07.07 E ~ ~

Mon 11. 1881

This day begins with fine weather ship on the eastern tack see but a very little ship steering not very good seeing Lat 15.45 Long 07.08 E ~ ~ the watch busy at ship duty

Tues 12. 1881

This day begins with moderate trades ship heading inshore everything looks dull no life steering about the watch busy at ship duty. Lat 15.21 Long 08.29 E ~ ~ ~

Wens 13. 1881

This day begins with very light trades ship on the starboard tack the ~~to~~ seeing very poor the watch busy at ship duty latter part calm Lat 15.30 Long 09.09 E ~ ~ ~

Thur 14 1881

This day begins with very light trades middle & latter part calm engaged engaged making a new flying jib jumper out of wire also finished making the jib stay still there continues to be lots of work ahead ship steering in towards the land Lat 15.21 Long 09.30 E ~ ~ ~

July 13th 1884

Thurs This day begins with moderate trades ship steering in shore the eyebolt that the topsail halliard hooks into halled up through the rail so had put in a new one also making new deadeyes to be put in the place of the old ones that are dropping out of the lower rigging at sundown the land about 70 or seventy miles off from us ship steering ESE for Little Fish Bay Lat 15.26 Long 10.38 E ~ ~ ~

Sat 14. 1884

This day begins with very light airs at 09 AM breeze sprang up from the SE East ship steering ESE on the port tack sailing along about 4 knots at 3 PM raised the Coast abreast of Cape Negro about twenty five dist. - found the Chron all correct after supper the weather wind died out so headed the ship off shore round to the north. see finbacks & humpbacks the watch busy at ship duty also making over coals and ship building over Lat 15.27 Long 11.29 E ~ ~ ~

Sun 17 1884

This day begins with very light winds ship steering off to the north see lots of small pieces of squid latter part calm Ship Lat 14.55 not very correct Long 11.52 E ~ ~ ~

Mon 18th

This day begins with very light winds ship steering to the North the watch busy sending out the new flying jib boom jumper stay also sett it up and making deadeyes no observation today

Tues 19. 1884

This day begins with light breezes ship steering N by W first part busy at ship duty latter part breaking out water & provisioning at sundown shorten sail Lat 13.19 Long 10.23 E ~ ~ ~

July 20, 1881

Wed. This day begins with moderate trade ship steering off West
the watch busy at ship duty at sundown shorten sail
Lat 12.57 Long 89.20 E ~ ~ ~

Thurs 21. 1881 This day begins with moderate trade ship steering North
at 10 AM sighted a sail and ran for it proved to be the ship
Jerry Perry Capt. Chase had taken 180 bbls seal walrus three times
gained her Capt. Vincent boarded her & so steered the ship along
by the wind at sundown Capt. Vincent returned on board &
let the ship lay with main yard aback, purchased a rubber hook
from the Jerry Perry gave in exchange one box of tobacco
no observation to day

Frid 22, 1881

This day begins with moderate breezes ship steering off West
the watch busy at ship duty in purpose & fair back also gave out
melasses to the men. ship Lat 12.19 Long 88.11 E ~ ~ ~

Sat 23, 1881

This day begins with moderate trades first part raised
4 different ships off to the leeward of us ran down to them and had
a general gam with the 4 ships all seal walrus all seal walrus & 1 seal
all of the Capt. went on board of the seal walrus. one other ship we call
the 4 Renards. the most of them had seen walrus and got small cuts
returned on board and let the ships head along to the west
No Long

Sun July 24 1884

This day begins with fresh trades ship on the port tack 2 two sails in sight off our lee quarter a hundred shorten sail ship Lat 11.26 Long 162.8 E ~ ~ ~ ~ ~

Mon 25

This day begins with moderate trades ship cruising about looking sharp for whales see lots of porpoise there are also 2 two ships in sight latter part one of them gone out of sight the wreck busy breaking out water also various little ships jobs Lat 11.18 Long 163.30 E ~ ~ ~ ~ ~

Tues 26 1884

This day begins with fine weather ship steering off to the north engaged sailmaking bent the old foresail busy repairing the old topsail first part in one sail latter part shorten sail ship Lat 10.51 Long 165.8 E ~ ~ ~ ~ ~

Weds 27 1884

This day begins with very fine whaling weather ship cruising about looking sharp the wreck busy repairing sails latter part bent an old fore sail so as to repair the one that was aloft a hundred shorten sail no Long to day

Thurs 28 1884

This day begins with fine weather at half past six o'clock this ^{ring} morn raised a large break 5 five miles to the windward turned out to be ^{whales} spearm very large school going to the N.W. lowered three boats at 11 eleven AM and after a long chase the W Boat went on to a large whale darted both iron and struck the whale fair so as to bend the iron did not get fast chased on a while longer just at night the S Boat went on and struck the the W Boat struck after a little while then the B Boat struck got all 3 three whales along side and made fast at eight o'clock in the evening no Long

July 29. 1881

Frid This day begins with very fine weather at daylight got everything all ready and began cutting the whales got them all inboard at 10 P.M. then cleared the waist sent the falls down and then cleared 2 two of the smallest heads away got supper set the wash judging them to be sixty bbls of head & blubber on deck Ship Lat 10 15 S Long 163 30 E ~ ~ ~

Sat July 30 1881

This day begins with very fine weather at daylight began clearing away the head got all through cutting the blubber & head up then started the works just before noon time latter part calm no observation

Sun July 31. 1881

This day begins with very fine weather ship working to the South engaged boiling at sundown have got about 35 bbls of oil headed up on deck Lat 10 30 S Long 164 E ~ ~ ~

Mon July Aug 1 1881

This day begins with very fine weather busy boiling middle part got the whole all tried out and put the fat clean on at 2 P.M. then cleared things up in general and gave her a light wash down have got 65 bbls headed up on deck Lat 10 14 S Long 165 13 E

Aug 2th 1881

Today began clearing the ground away and taking it on deck as it is rotten also stowing new casks for oil latter part got the oil all down making 66 bbls 28 gall also got the casks all below ship Lat 10 18 S Long 165 1 E ~ ~ ~

Aug 3. 1884

Mon This day begins with fresh trades ship working to the south engaged washing ship inside middle part see fin back & Porpoise
Lat 10:18 Long 16:55 E ~ ~ ~ ~ ~

Tues 4 1884

This day begins with moderate trades busy patching various little tools in order that belong to the whaling gear middle part see lots of squid Lat 10:20 Long 17:01 E ~ ~ ~ ~ ~

Wed 5 1884

This day begins with very fine weather ship working to the windward the watch busy at ship duty there seems to be a very bad swell on Lat 10:35 Long 16:51 E ~ ~ ~ ~ ~

Sat 6 1884

This day begins with very fine weather ship working to the south engaged working on topsail covering it with then sheathing stuff. At 2 P.M. sighted a sail off the starboard beam apparently under short sail only in sight about 1 hour
Ship Lat 10:51 Long 16:01 E ~ ~ ~ ~ ~

Sun 7 1884

This day begins with very fine weather ship on the western tack at 9 min A.M. raised a sail 2 two points off our lee bows which proved to be the ship Jerry Perry last sight of him after a little while astern. raised him again just before night coming up astern

Lat 11:10 Long 15:01 E ~ ~ ~ ~ ~

Mon Aug 8 1881

This day begins with very fine weather & sighted
2 two sails to the leeward of us engaged sail mending latter
part run down to one of the ships her name E. B. Heriman Capt Miller
of Boston Capt Vincent went on board of her staid a little while
Lat 10.51 Long 77.46 E u u u u u u u

Tues 9 1881

This day begins with fine weather see 3
three sails gameel with the Petrel & the Heriman the Capt came
on board of us first part the watch busy at ship duty
Lat 11.22 Long 77.11 E u u u u u u u

Wens 10 1881

This day begins with fine weather
at daylight one sail in sight the ship on the eastern tack
the watch busy at ship duty latter part the wind freshened
at sundown shorten sail ship heading to the west Lat none

Thurs 11 1881

This day we are having fresh
trades ship steering off to the W. & N. W. first part see one
sail the watch busy at various small jobs latter part see
3 three more sails at sundown shorten sail
Lat 11.30 Long 77.23 E u u u u u u u

Friday Aug 12 1881

This day begins with fresh breeze 3 three sails in sight the Jerry Perry spoke us Capt went on board and remained about 1/2 one half hour return on board then kept the ship off board to the north the watch busy at ship duty latter part see one more sail called it the Falcon Lat 11.11 S Long 06.59 E ~ ~ ~ ~

Sat 13. 1881

This day begins with moderate breezes ship running to the north the watch busy at repairing the mizzen staysail latter part broke out water Lat 12.53 S Long 07.14 E ~ ~

Sun 14. 1881

This day begins with very light airs see Blackfish ship steering to the N.E. east just after dinner raised 2 two large lone spearm whales going into the E. E. E. lowered 2 two boats and chased on with paddles as it is about calm the S. Boat went on and darted the Iron toggled so did not get past the W. Boat then went on 2 two different times and darted but the Irons did not go through the flubber or held on 2 two or three minuits so did not get rather one the whales seemed perfectly at home after getting on board kept the ship off under easy sail just as the whales were going Lat 09.22 S Long 08.04 E ~ ~ ~ ~

Mon 15 1881

This day begins with very light weather ship steering along into the E. E. E. see lots of porpoises latter part calm the watch busy rearing off new lanyards to the foretopmast backstays and setting them up Lat 08.42 S Long 08.18 E ~ ~ ~ ~

Aug 16 1888

Tues. This day begins with very light winds
middle & latter part calm engaged putting up a wire fit stay also
sett up the chain & stay also overhaling the spanker range see lots
of Porpos. Lat 08.46 Long 08.24 E u u u u u u u u

Wens 17 1888

This day begins with very light weather
the wach busy setting the head gear. also various other small jobs
one man below sick name Thomas Samuels the cook that we
shipped in St Helena gave up his office as cook by mutual consent
and moved his things forward and Josiah Pease moved abaft in
his place and began duty as cook. Lat 08.59 Long 08.33 E u u u u u

Thurs 18. 1888

This day begins with light breezes ship
cruising the wach busy at various little jobs latter part pointed a
new cutting fall no observation u u u u u u u u

Frid 19. 1888

This day begins with very light
breezes ship cruising about the wach busy breaking out meat and small
stores also putting in a new cleadeye to the lower rigging also setting
up the top galant backstays no observation u u u u u

Sat 20

This day begins with moderate trades
ship cruising about see Blackfish & pinbacks also porpos the wach busy
at overhauling the cleadeys forward also putting a new one in the rail
at sundown shortened sail Lat 08.28 Long 09.57 E u u u u u

Sun Aug 21 1884

This day begins with moderate breezes ship
cruising. see lots of porpoise Lat 18.24 Long 9.48 E n n n n

Mon 22 1884

This day begins with fine weather
ship heading off shore see porpoise the watch busy sailing
Lat 18.27 Long 9.47 E n n n n n n n n

Tues 23 1884

This day begins with fine weather
ship heading to the westward see lots of porpoise the watch busy setting
up the main rigging also put in 3 three new deadeyes to the lower rigging
Lat 18.21 Long 8.46 E n n n n n n n n

Wed 24 1884

This day begins with very fine weather
ship on the westward tack. the watch busy at ship duty have seen
finbacks and Porpoise. Lat 18.24 no Long

Thurs 25

This day begins with very fine weather
ship cruising see porpoise first part broke out water latter part
busy at ship duty at sundown shorten sail Lat 18.27 Long 12 E

Frid 26

This day begins with fine breezes
ship cruising about have taken the spare spar that was lashed on deck
and put it up on its end along side of the foremast also various other
little ship's jobs Lat 18.35 Long 10.02 E n n n n

Aug Sat 27. 1884

This day begins with fine weather ship on the eastward tack with all sail set repaired the mizzen topmast staysail latter part set up the fore topmast rigging at sundown shorten sail no observation ~ ~ ~ ~ ~

Sun 28 1884

This day begins with very fine weather ship heading into the east with all sail set see lots of pumpers Sea 10 9 or 2 Long 09.10 E ~ ~ ~ ~ ~

Mon 29 1884

This day begins with fine weather ship on the eastward tack see lots of porfish engaged getting out shark heads and shooks find them about all two large 15 stow below in the lower hold Sea 10 8.35 Long 09.52 E ~ ~ ~ ~ ~

Tues 30. 1884

This day begins with very light breezes ship steering off to the west busy breaking out shooks and setting up casks no observation

Wens 31. 1884

This day begins with very very light winds ship steering off to the west busy at various little ship jobs also setting up old shooks no Long ~ ~ ~ ~ ~

Sept 1th 1889

This day begins with very fine weather first part

busy cooping at 11 eleven AM. raised a large breach called it Spear
whales run for it at two PM raised the school of Spear whales 2 two
miles off our lee beam going very quick into the East lowered the
boats & land set all sail also paddled hard trying to get in ahead
of the whales but the whales was going lots faster then the ship or the boats
so kept chasing until it came in dark so lost sight of the whales
came on board and kept the ship going along all night with all sail
set they were all small whales Lat 07.49 Long 08.47 E n n n n

Friday 1889

This day begins with very fine weather
tack ship this morning headed the ship to the Westward see lots of Porpo
the watch busy at various little ships jobs the capt setting up old Shocks
latter part breaking out water & bread & flour also Beans latter part calm
Lat 07.56 Long 09.08 E n n n n n n n n n n

Sat 3. 1889

This day begins with fine breezes
Ship steering off to the north west latter part kept the ship off Ok
the watch busy at ship jobs also setting up Shocks have set up 44
bbls of old shocks see Black fish today at sundown luffed the ship
by the wind on the Starboard tack and furlled the light sails
Lat 07.32 Long 08.06 E n n n n n n n n n n

Sept 24 1881

Sun This day begins with very fine breezes ship
steering off to the east see lots of Porpoise & dolphin at sundown
shorten sail Lat 10 21 17 Long 18 46 E u u u u u u u u

Mon 5 1881

Tu day begins with fine breezes
ship on the eastward tack see 100 humpback busy at ship duty
allow putting on new channels abreast of the chain plate to the main
rigging starboard side at sundown shorten sail
Lat 10 7 08 Long 09 37 E u u u u u u u u

Tues 6 1881

This day begins with very fine weather
ship steering off into the E raised 2 two humpback lowered 3 three
Boat to try to catch them but the wind being so light could not get fast
returned on board and went to work in the ship rigging at sundown
shorten sail Lat 10 7 15 Long 10 04 E u u u u u u u u

Wens 7 1881

This day begins with calm weather
raised Blackfish lowered down and caught one for trade in Keabenda
also busy at ship duty parted one of the porpoise shows
Lat 10 7 09 Long 10 36 E u u u u u u u u

Sept 8. 1886

Thur 3^d day finds us steering East with very light winds engaged getting shooks on deck middle part lowered the Boat and chased a humpback and in lowering the W. Boat one of the hooks straighten out which let the end of the boat go down all in a heap one man went overboard also some of the baggage but got the man and the stuff all right with but a very little damage returned on board without getting anywhere near the whale. then began setting up shooks also work in the rigging Lat 06.54 Long 1104 E ~ ~ ~ ~ ~

Frid 9. 1886

This day begins with very light weather engaged setting up shooks so as to have them all ready for use when we get up port and ship our oil middle & latter part calm ship Lat 06.46 Long 11.31 E. the land about 40 forty miles off by our reckoning ~ ~ ~ ~ ~

Sat 10. 1886

This day begins with very fine weather engaged stowing casks below that we have been setting up latter part gave the ship a thorough washing with lye just before night got the chains up and bent them then got the anchors off the lines into their shoes see something just before night looks like land am not certain got the sounding line & lead up on deck all handy for use Ship Lat 06.32 Long 12.11 E ~ ~ ~ ~ ~
wind very light

Sept 11. 1884

This day begins with very light weather raised the land at daylight this morning about 15 fifteen miles to the south of Congo River ship standing in towards it see hump at 4 four P.M. anchored abreast of the South point of the river in 6 six fathoms of water land 2 two miles dist gave the ship 35 thirty five fathoms of chain to the edge of the water Clewed the top sails down and furled the light sails see three large manawars coming out of Congo River just at dark wind very light gave the Boatsteers the waches maid 4 four waches for the night got no Seng today

Mon 12. 1884

Congo River

This day begins with light breezes hove the anchor up just after breakfast and run the ship into the mouth of Congo River came in calm so had to anchor again before getting up to Shark point got dinner and a good breeze sprung up so hove the anchor up and run the ship up about $\frac{3}{4}$ of a mile above Shark point then anchored in 6 six fathoms of water gave the ship 30 thirty fathoms of chain and Clewed up the sails and began breaking out casks getting ready for water Capt Vincent started in per cent of potatoes &c ends this day

Tues 13.

Congo River

This day finds us at anchor in Congo River busy getting water also one gang on shore cutting wood at sundown have got 3 three boatload of wood and 225 bbls water the natives are very sharp to trade with want a great deal more for their trade than it is really worth

Sept 14. 1884 Congo River

Wens This day begins with very fine weather ship laying at anchor in Congo River engaged getting water and taking water. Latter part washed the out side of the ship have got 4000 four hundred bbls of water and 5 fire Boatload of wood & small things.

Thur 15. Keabenda

This day begins with fresh breezes at early daylight hove up the anchor and started for Keabenda middle the day wind very light arrived into Keabenda and anchored just at dark Schi Lotty Blowing there been there one week so ends this day.

Frid 16. 1884 Keabenda

This day begins with fine weather engaged receiving Coal from the Schi 9 iron Casks. 3 three tons also bought a chain cable from the Schi Lotty received 1/2 half of it on board Stowed the Coal and the old Cable below in the Coal pen then flayed the Casks. 3 three ships came in to anchor Pioneer 140 bbls sp Tiger 750 hb Falcon 95 sp

Sat 17. 1884 Keabenda

To day we are laying about not doing but a very little but waiting for ships to come and the stuff from the Schi so we can get at our at noon time let the Port wash go on shore in Liberty gave the men 2 fathoms & Boelsteus 4 fathoms so ends this day.

Sun 18. 1884 Keabenda

This day ship laying at anchor in Keabenda one wash on shore having liberty.

Sept 19. 1884 Klabenda

Mon This day begins with fine weather sent 2 two boats over after wood. got some track today latter part the ship Eliza Adams came in. taken six hundred spearmen
(all so the Bertha came in to anchor)

Tues 20. 1884 Klabenda

This day begins with very light weather the S.B. went on liberty. received on board the remaining 45 fathoms of Chain Cable and shackled part of it together and bent in on to the anchor also received 3 bbls of Butter & some Shook Head cask of heads and hoops also 2 large bundle of shooks landed them on deck just at night 3 three ships came in sight on side so ends this day

Wens 21. 1884 Klabenda

This day begins with very light weather 3 three ships that was anchored outside last night towed and sailed in to anchor Ferria Perry & Chilton & Heerenleis one went on shore having liberty just at night the Seairinger came in port

Thurs 22. Klabenda

This day begins with very fine weather engaged painting with coal tar around the bends also received one small cask of Coal from the Leotly Capt Vincent exchanged some tools with Capt Chase also sold him one Perss darting gun and sold 26 pieces brass to Capt Heallet Ship Orger also sold one darting gun to Capt Potter Ship Milton. so ends this day

Sept 23. 1888 Keabenda

Frid This day begins with moderate weather engaged
fitting the fore royal rigging. also received one 31 lb cask of meat from the
Schr all of our stuff seems stowed to the bottom of everything

Sat 24 Keabenda

This day begins with moderate
weather engaged waiting for our provisions latter part received
4 four casks of meat and some small stores.

Sun 25 Keabenda

This day ship lay in to anchor
one ship came in to anchor so ends this day

Monday 26 Keabenda

This day ship still receiving
stores from the Schr middle part stowed down eight casks of meat
on the port side also received one cask of Bread 312 gals and
stowed it below from the Schr latter part got all of our provisions
now are waiting for the Schr to get ready to take the oil also
got 1 cask of Molasses from the Schr 149 gals and let Capt Robinson have
38 gals out of the cask so ends this day got one 31 lb of meal from Schr

Tues 27 Keabenda

To day still waiting for the
Schr to get ready to take our oil although we have but a small ^{quantity}
this morning the Galeon shifted her anchorage farther out side so
as to keep the men from running away so ends this day

Wens Sept 28th 1889 Keabenda

This day begins with moderate weather began at daylight hoisting out our oil also coopersing & filling it at noon time got the decks all filled up and ready to strike it into the lighter for shipment. then went to work and mixed some black paint and put over some stages and painted the ports all black making the ship all black just at night the Greyhound anchored outside of the harbor

Thurs 29th 1889 Keabenda

This day begins with very fine weather this ~~morning~~ morning at daylight began shipping our oil with the lighter on board of the scho at 2 PM got the oil all off deck into the lighter and sent it to the scho then stowed the meat below then began stowing the ground tier and running water below so ends this day

Frid 30th 1889 Keabenda

This day engaged stowing the ground also running water sent 2 two boats after noon after dinner sent one boat in with a small raft of casks for water latter part got the water that we had on deck all stowed below. just at dark the boats with wood got along side unloaded them and sent them in to help tow the water to the ship got the raft along side and hoisted in on deck at eight o'clock in the evening so ends this day

Sat Oct 1st 1889 Keabenda

This day busy getting the water and wood below got all the cask below with the 2 bundles of sheeks then gave the ship a good wash off inside so ends this day

Henry Brooke deserted. also Charles Jones & William Miller went on board of the Bark Bertha in exchange with 2 two of her men. by mutual consent as the said Bertha is bound home.

Oct 2. 1884 Klabenda

Sun This day begins with fine weather ship all ready for sea & ends this day on waek in liberty

Mon Oct 3 1884 Klabenda

This day begins with light winds got breakfast and hove short maid sail started for sea at sundown the land about 12 twelve miles dist stowed the anchors and chains. before night have got 2 ^{bu}ndles of sharks large size and one shark head cask on deck so ends this day

Tues Oct 4. 1884 At Sea

This day begins with very fine breezes ship steering off by the wind heading West. Stowed down 2 bundles of sharks between decks & also the shark head cask. brok out meat no observation

Wed Oct 5. 1884 At Sea

This day begins with fine breezes ship by the wind heading West see finbacks & humpback just at night see blackfish the waek busy at ship duty Lat $16^{\circ} 15'$ Long $92^{\circ} 25'$ East not very correct

Thurs Oct 6. 1884

This day begins with fine breezes ship heading West on the port tack brok out water from forward just at sundown wind headed the ship off so tacked ship see lots of fish today no Long

Frid Oct 7. 1884

L. Boat

This day begins with very fine breezes ship cruising on the Eastern tack the watch busy at ship duty at 4 PM raised a breach off our lee beam a six miles dist proved to be a large school of sperm whales & working to the windward in a little while they milled off lowered 3 three boats and just as the sun was going down the L Boat went on and struck a small whale and took him to the ship the whales made no stop so the boats had no chance to get any more as dark was so near at hand Lat 06.57 Long 08.50 E

Sat 8. 1884

This day begins with very fine weather got the falls up early this morning and heaved on to the whale and cut him in board then got breakfast then cut the blubber and head up put it all into the tubs and cask then washed the decks let the blubber remain so as to ripen Lat 06.55 Long 08.50 East

Sun 9. 1884

This day begins with very fine weather ship working to the windward see lots of fish Lat 07.06 Long 08.32 East

Mon 10. 1884

This day begins with very fine breezes started the works early this morning middle part finished boiling latter part cleared up and washed the decks have got about 10 ten bbls oil headed up on deck no Long

Oct 11. 1884

Tues. This day begins with very fine weather ship working to the south the watch busy at ship duty Lat 08.15 Long 10.3 E

Wens 12. 1884

This day begins with very fine weather the watch busy at ship duty latter part took out water also stowed the 2 1/2 Casks of oil between decks Lat 06.42 Long 10.13 E
see humpbacks & grampasses

Thurs 13. 1884

This day begins with very fine weather ship on the Western tack cruising the watch busy at ship duty Lat 06.04 Long 09.06 1/2 E

Frid 14 1884

This day begins with fine cruising weather the watch busy at ship duty latter part see humpbacks Lat 06.40 Long 08.42 E

Sat 15. 1884

This day begins with fresh trades ship working to the south see humpbacks the watch busy at ship duty Lat 07.26 Long 09.47 E

Oct 16. 1881 At Sea

Sun This day begins with very fine weather
Ship cruising on the western tack Lat 67.24 Long 89.40

Mon 17. 1881

This day begins with
fine cruising weather first part su blackfish. the watch busy
cleaning the windlass at sundown shorten sail

Lat 67.19. Long 88.40 E " " " "

Tues 18. 1881

This day begins with fine breezes
ship cruising su finbacks also lots of Algerines. the watch
busy at ship duty in general broke out flow at sundown shorten
sail no observation " " " " " "

Wed 19. 1881

This day begins with moderate
breezes ship cruising su lots of Algerines also caught some the
watch busy at ship duty Lat 67.29. Long 88.43 E " " " "

Thur 20. 1881

This day begins with very fine
weather during the night the end of the dolphin stricker slipped
off just above the spider band letting everything attached to it loose
back rope jib & fly jib jumper all let adrift the wood being entirely
rotten off engaged repairing the wreck latter part got things
repeatedly straightened out again for another mishap
as such things being but a trifle. latter part broke out mist
no long " " " " " "

Frid 21 Oct 1881

This day begins with very fine weather engaged bending a new maintop galant sail also broke out water the ground looks very dry. no Hong ~ ~ ~ ~ ~

Sat 22. 1881

This day begins with very fine weather ship crusing engaged repairing maintop galant sail also broke out Cask of Bread no Hong ~ ~ ~ ~ ~

Sun 23. 1881

This day begins with very fine weather ship crusing middle & latter part calm
Leat 08.09. Hong 09.08. E ~ ~ ~ ~ ~

Mon 24. 1881

This day begins with very light winds engaged overhauling brace blocks also painting over the white places on the outside of the ship Leat 07.39 no Hong ~ ~

Tues 25 1881

This day begins with very fine whaling weather ship on the eastern tack the work busy at ship duty at sundown shorten sail

Leat 07.23 Hong 08.53 E ~ ~ ~ ~ ~

Oct Wens 26. 1881

This day begins with very fine breezes
Ship steering off Et N by Et. there seems to be a very strong current
setting to the North but the ground looks dry
Lat 07.03 Long 0853 E

Thurs 27. 1881

This day begins with very fine
breezes ship steering Et N by Et see 2 two humpbacks first part
the day. the wach busy getting out water latter part shorten sail
Ship Lat 06.00 Long 0739 E

Frid 28. 1881

This day begins with fine
breezes ship steering Et N by Et see a small white water called
it a humpback also see 2 two school of Black fish at sundown
shorten sail Lat 05.40 Long 0637 E

Sat 29. 1881

This day begins with fresh
breezes ship steering off to the westward the wach busy
at various small jobs latter part shorten sail
Lat 0530 Long 0525 E

Sun 30. 1881

This day begins with fine
breezes ship steering Et N by Et
Lat 05.44 Long 0412 E

Mon 31. 1881 Ship steering to the westward see lots of porpoise
and life Lat 0540 Long 235 East

Novth 1. 1884

Tues. This day begins with very light breezes ship steering to the westward middle part breezes up in light squalls engaged overhaling blocks forward also sounded the pumps and found 6 six inches of water the ship had made since the night before 12 hours at sundown shorten sail
Lat 05 45 Long 0118 E n n n n n

Wensth 2 1884

This day begins with light fog squalls ship steering to the west middle part wind freshened latter part fresh trades so doubled reefed the top sails and sounded the pumps also pumped ship find the ship has made 9 in nine inches of water during the last 24 twenty four hours Lat 05 58 Long 00 02 E

Thurs 3. 1884

This day begins with fresh breezes ship cruising along middle part sea run fin back latter part shorten sail also sounded the pumps found ship had made 9 nine inches of water during the last 24 twenty four hours did not pump ship out no Long n n n n n

Frid 4. 1884

This day begins with very fine weather ship cruising sea fin back I perpor the watch busy at ship duty sounded the pumps to night found 19 inches of water ship had made in 48 hours pumped ship so ends this day
Lat 05 52 Long 013 miles West n n n

Nov 5. 1884

Sat This day begins with very fine weather ship cruising middle part see Blackfish the watch busy at ship duty latter part pump ship Lat $61^{\circ} 14'$ Long $01^{\circ} 02'$

Sun 6. 1884

This day begins with very fine weather ship cruising the ground looks dry rounded the pumps just at night ship mail 9 nine inches of water in 24 hours Lat $65^{\circ} 58'$ Long $00^{\circ} 38'$ miles East

Mon 7. 1884

This day begins with fresh breezes ship cruising see Blackfish & lots of porpoises three years ago to day the ship sailed from Edgartown dock lots of changes during that time on board of the Clarice 1 new Capt 1 new mate 1 new second mate & three new 3 third mates.

Ship Lat $66^{\circ} 11'$ Long $00^{\circ} 26'$ miles E

Tues 8. 1884

Today begins with very fine weather ship cruising just at night see fin back repaired the foretop sail and bent the old main top galant sail forward as the old one was very poor Ship Lat $66^{\circ} 11'$ Long $00^{\circ} 34'$ West

Wens 9. 1884

This day begins with very good weather ship cruising the watch busy at ship duty Lat $66^{\circ} 53'$ Long $00^{\circ} 11'$ mile East

Oct 10. 1884

Thurs. First part the day begins with fine weather ship cruising, also lots of life. Steaming about the watch busy at ship duty in general also took out water just at night pump ship found the usual amount of water in the hole amount leakage 9 min inches in 24 hours
Leat 0702 Long 0015 miles W

Frid 11. 1884

This day begins with fresh trades ship cruising about looking sharp but every thing looks dry and forsaken the watch busy at ship duty
Leat 0710 Long 0021 miles West. . . .

Sat 12. 1884

This day begins with fresh trades ship cruising see lots of porpoises, latter part the day the strap that the port back rope seems to start to parted letting everything loose attached to it got a tackle on the back rope and pulled held it taut for the night
Leat 0708 Long 0024 miles West

Sun 13. 1884

This day begins with fresh breezes ship on the eastern tack saw 2 two school of Blackfish heading into the sunset ship leat 0640 Long 0113 East -

14th 1881

Monday This day begins with fresh breeze ship on the eastward tack the watch busy repairing the ship headgear also broke out water and flew latter part moderate squalls with light rains Ship Lat 10 1/2 Long 12 1/2 E

Tues 15th 1881

13.3. This day begins with fresh trades ship on the eastward tack at 11 P.M. raised a school of sperm whales going to the windward ship was in amongst them before we saw them so they were gallied up lowered four boats down and chased on after the whales after a long pull the third mate went on and struck a whale and brought him to the ship the other boats chased on but got nowhere near the whale so had to give them up there seems to be a plenty of whales got to the ship and made the whale fast then got supper

Ship Lat 10 1/2 Long 13 24 East

Wed 16th 1881

This day begins with fine weather cut in the whale before breakfast then tacked ship all clear the deck room and started the work just after dinner raised a school of whales going to the west lowered all 4 four boats and pulled up to the windward of the whales then set the sails and the 1st Boat went on and struck a fifty lbs whale whale sounded heavy taking the most of 2 two tubs of line came up to of water and long before the boat got the line in. Sounded again and parted the line so lost the whale having to go on board with no fish got all hoisted up just at dark got supper set the watch and started the work again Larboard watch out

Lat 10 1/2 Long 13 24 E

Oct 17. 1884

Thus This day begins with very fine weather ship
Unseing engaged boiling the whale middle part cooling down and
clearing things up about decks latter part got everything all
snuged up and washed decks have got about 18 bbls headed up on
deck shorten sail at sundown Lat 61.11 Long 13.19 E

Frid 18. 1884

This day begins with fresh trades
Ship crusing the wach busy geting out Peabter and meat also
rove off new boat faller to the bow boat daries latter part
shorten sail ship Lat 61.24 S Long 13.51 E

Sat 19. 1884

This day begins with fine weather began
blowing down the oil in the forward hatch got it all down and
the emptiness stowed away just before noon time latter part over
the clearing blocks no observation to day ship steering in to the
Northeast. have stowed down about 25 bbls oil,

Sun 20. 1884

This day begins with very light winds
ship on the westward tack middle part wind freshened after supper
saw a school of Spearwhales going into the strait kept the ship
straight for the whales but long before the ship could get any where near
the whales dark came on so had to luff the ship by the wind and
gain and bear the consequences. no Long to day have seen
Birds and porpoises to day

Nov 21. 1881

This day begins with light winds ship steering off N by E. middle part wind began to freshen see killees
at 2 PM luffed the ship up E by N at 4 PM luffed the
ship by the wind at sundown wore ship and shorten sail
Lat 05.58 Long 03.57 E ~ ~ ~ ~

Tues 22. 1881

This day begins with fresh trades
ship cruising on the western tack the wack busy at ship duty
latter part shorten sail Lat 06.06 Long 03.31 E ~ ~ ~ ~

Wens 23. 1881

This day begins with light
squalley weather ship cruising about the wack busy at ship duty
at sundown shorten sail ship Lat 06.07 Long 03.44 E ~ ~ ~ ~

Thurs 24. 1881

This day begins with very fine
weather ship cruising on the western tack the wack busy at
various small jobs see lots of fish at sundown shorten sail
Lat 06.12 Long 03.47 E ~ ~ ~ ~

Frid 25. 1881

This day begins with very
squalley wet weather ship cruising middle part cleared off
and the sun came out so kept the ship off and ran to the
north the wack busy breaking out small stores at sundown
shorten sail Lat 06.13 Long 03.04 E ~ ~ ~ ~

Nov 26. 1881

Sat This day begins with very fresh trades ship cruising
at 10 ten AM raised a sail 1/2 point off our port bow steering
Wm kept the straight for it passed along close to the sail which
proved to be a small Bark by the name of Lenda belonging to
Angola. Portugal attempted to exchange longitude but did not
understand each other for certain. the watch busy at ship duty
in general at sundown doubled reefed the top sails
Lat 53.45 Long 04.14 E u u u u

Sun 27. 1881

This day begins with fresh trades ship
cruising see lots of Birds latter part shorten sail. no Long

Mon 28. 1881

This day begins with very fine
weather ship cruising on the western tack the watch busy at
ship duty latter part raised a small white water 3 miles
off our lee beam run for it with ship found it to be
Blackfish latter part shorten sail Lat 05.55 Long 03.55 E

Tues 29. 1881

This day begins with fine
weather ship cruising the watch busy at ship duty at
sundown shorten sail Lat 06.23 Long 04.02 E u u u u

Wed 30. 1881

This day begins with fine weather
ship cruising see Blackfish and lots of birds latter part
shorten sail Lat 06.33 Long 03.41 E u u u u

Decth 1884

Thurs This day begins with fine breezes ship
cruising with lots of fish in sight the watch busy at various
ships. Revs 1 Revs new top galant staysail. halyards at sundown
shorten sail Lat 40 39 Long 03 20 E ~ ~ ~ ~

Fridth 1884

This day begins with thick
squally weather along towards rain. 5 o'clock A.M. cleared off so
kept the ship off and steered North but see nothing latter part
shorten sail Lat 40 08 Long 03 16 E ~ ~

Sat 13th 1884

This day begins with fine
weather ship cruising. lots of birds & fish in sight everything
but whales in sight at sundown shorten sail revs new main
buntlings to the mainsail Lat 40 32 Long 04 44 E ~ ~ ~ ~

Sun 4th 1884

This day begins with
moderate breezes ship cruising. latter part see Blackfish
Lat 40 49 Long 05 12 E ~ ~ ~ ~

Mon 5th 1884

This day begins with very
fine weather ship cruising on the western tack see lots of birds
& fish the watch busy at ship duty
Lat 40 40 Long 04 18 E ~ ~

Decth 6. 1884

This day begins with very good weather ship
cruising engaged straightening the ratlings on the mizzen
rigging latter part headed the ship into the eastward
Lat 05-33 Long 03-06 E u u u u

Mon 7. 1884

This day begins with fine
cruising weather see lots of porpoise & Algerines also finback
the watch busy at ship duty in general
Lat 05-28 Long 04-20 E u u u u

Thurs 8. 1884

This day begins with very
good weather ship cruising on the eastern tack the watch
busy at ship duty in general latter part broke out water
see dolphin
Lat 05-38 Long 05-41 E u u u u

The hog had 7 seven pigs 10 day

Frid 9. 1884

This day begins with fine
breezes ship heading by the wind on the starboard tack
the watch working in the rigging the water looks very thick like
Congo river
Lat 05-34 Long 07-10 E u u u u

Dec¹⁸⁸⁴ Sat 10. 1884

This day begins with fine weather ship working to the south or trying but there seems to be a very strong tide setting to the north the watch busy at ship duty in general Lat 0535 Long 0702 E

Sun 11. 1884

This day begins with fresh breezes ship carrying sail working to the south the ground looks very dry Ship Lat 0603 Long 0639 E

Mon 12. 1884

This day begins with fresh trades ship working to the windward looking sharp but seeing nothing the watch busy at ship duty in general Lat 0607 Long 0739 E

Tues 13. 1884

This day begins with fine weather ship working to the south the watch busy working the lifts & footropes Lat 0610 Long 0700 E

Wens 14. 1884

This day begins with fine weather ship working to the windward we still seem to be in the dark water looking very much like Congo river the watch busy repairing lifts & footropes

Ship Lat 0538 Long 0809 E

Decth 15th 1884

This day begins with fine weather ship ^{ing} cruise
with all sail sett first part the strap in one of the deadeyes that
the flying jibboom guy sets up to parted made a new one out
of Kan yard stuff also working in the rigging
Lat 07.12 Long 052.7 E n n n n

Thursth 16th 1884

This day begins with fresh
trades ship work to the south see a school of blackfish the watch
busy repairing the rigging trying to make it half way decent looking
Lat 07.30 Long 041.2 E n n n

Sat 17th 1884

This day begins with fresh
trades ship working to the windward the watch busy breaking
out water and meat latter part the wind moderated
so sett the light sails also putting down the rigging
Lat 08.10 Long 03.15 E n n n

Sun 18th 1884

This day begins with fine cruising
weather ship working to the south with all sail sett there
are lots of fish around the ship
Lat 08.50 Long 01.50 East n n n

This ship Log Book You will find Continued in the
next book

Dec Sun 18th 1884 Adieu

Amount of Sperm oil Shipped by the Sch Letty Beard at Kialenda

Sept 29. 1881

	gall	leak	
Oct 1	210	Sperm oil	
2	208	" "	
3	210	" "	
4	165	" "	
5	188	" "	
6	210	" "	
7	163	" "	
8	168	H	
9	145	H	
10	108	So	
11	82	H	
12	80	H	
13	177	So	
14	100	H	
15	113	So	
16	90	So	
17	105	So	
18	110	So	
19	162	H	
20	180	So	
21	212	H	
22	159	So	
23	184	H	
24	190	So	
25	100	H	
26	114	H	
27	115	H	
28	126	H	
29	125	So	
30	109	H	
31	125	H	
32	143	H	
33	90	H	
34	168	H	

cs) 4871 (77
 441
 441 754 bbls
 441
 20 gal

Amount of Spearin Oil Stowed down

June 24. 1881 Gall

2.10 180

2.10 90

2.08 80

1.08 126

1.14 210

1.65 105

1.69 190

1.88 ~~Mr~~ ¹⁹ 1889

1.10 225

1.63 164

1.13 167

H 1.45 128

H 1.09 H 127

H 2.12 H 115

H 1.25

H 1.65

H 1.15

H 1.00

H .82

H .80

H 1.14

H 1.00

H 1.26

H 1.68

H 1.68

H 90

H 1.84

H 1.43

Aug 2 1881

Beef account 1881

March	15	1	Cask	4 1/4	Bbls
April	30	1	Bbl	1	"
May	7	1	"	1	"
"	14	1	"	1	"
"	26	1	Cask	3	"
June	20	1	"	3 3/4	"
July	22	1	"	3 1/4	"
Aug	19	1	"	4 3/4	"
Oct.	18	1	"	3	"
Oct.	20	1	"	3 1/2	"
Nov.	22	1	"	4 1/4	"
Dec	17	1	"	4 1/4	"

Pork account 1881

May	15	1	Cask	3 3/4	Bbls
June	1	1	"	4 2/3	"
Aug	4	1	"	3 1/2	"
Oct	4	1	"	3 1/2	"

Bread account

April 5 Meask Gall 215 new

May 10 " old 257

June 23 " 212 - took out just a little

July 4 " new 185 as it was spoilt

July 28 " old 212

Sept 12 " new 211

Oct 14 " new

Oct 22 " new 212

Nov 28 " new 211

April Flour account

April 8 Meask Bbls 4 1/2 new

June 15 " " 4 1/4 old

Aug 05 " " 4 1/2 new

Oct 18 " " 5 1/2 new

Aug 3 1889	Butter on Tur	62 lbs
Oct 11 1889	" " "	64 lbs
Nov 28 1889	" " "	100 lbs

Beef Account

March 15	Broke out Cask of Beef	^{bbls} 4 1/4
April 30	1 sma bbls Beef	1
May 7	1 " " Beef	1
May 14	1 " " Beef	1
May 26	1 Cask of Beef	3
June 20	1 " " Beef	3 3/4
July 22	1 " " Beef	3 1/4

Oct 17. 1881 gave the men their allowance of molasses 17 gall

Nov 18. 1881 gave out the allowance of Molasses 19 gall
Nov 19. 1881 gave out a Chest of Tea
Nov 25. 1881 gave out Flour Sugar & Beans & Vinegar & Coffee
Dec 17. 1881 gave out Vinegar to the men one keg full

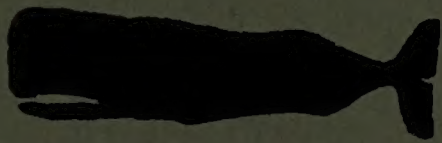
Pork Account

March 15	B. Cask of Pork	^{bbls} 3 3/4
June 1 th	Started .. Pork	4 2/3

April 5. 1881	Bread account	Cask	^{gall} 2 1/2
April 8. 1881	Flour	Cask	bbls 4 1/2
May 10. .	Bread	Cask	257
June 15	Cask Flour		4 1/4
June 23	Cask of Bread just took a little out		212
it being so near spoilt kept the rest for trade			
July 4 1881	Cask Bread		187 1/2

Butter Account ¹⁸⁸¹	
March 25.	1 Keg 110 lbs
April 4	took out 2 pans full of sugar
April 20	gave out molasses 17 gall
April 20	Greed Apples & Kaniac full
" 25 th	Sugar & Vinegar " " " "
May 06	Sugar & Cinnamon & Rice & Beans & Tea & Coffee
May 20	Sugar & Cinnamon 17 Gall molasses
May 30	flour & Sugar & Cinnamon
June 11	flour & Sugar meal & Vinegar for men
June 15	flour
June 22	Molasses 17 gall
July 22	Molasses 17 gall
Aug 22	" 17 gall
Sept 22	" 17 gall

Nicholson
Whaling
Collection



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